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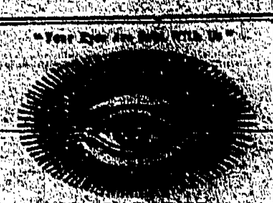

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## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

WEEKS DAYS.

| | | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Kowloon | ...Dep. | 6.40 | 8.05 | 9.10 | 10.00 | 12.00 | 1.15 | 2.15 | 4.35 | 5.45 | 7.15 |
| Yaumati | ...Dep. | 6.49 | — | 9.20 | 10.07 | 12.07 | 1.22 | — | 4.42 | 5.50 | 7.23 |
| Shatin | ...Dep. | 7.01 | — | 9.33 | 10.19 | 12.19 | 1.34 | — | 4.54 | 6.02 | 7.35 |
| Taipo | ...Dep. | 7.15 | — | 9.48 | 10.33 | 12.33 | 1.47 | — | 5.07 | 6.15 | 7.48 |
| TaipoMarket | Dep. | 7.20 | — | 9.53 | 10.38 | 12.38 | 1.51 | — | 5.11 | 6.19 | 7.52 |
| Fanling | ...Dep. | 7.30 | — | 10.05 | 10.48 | 12.48 | 2.01 | — | 5.21 | 6.30 | 8.02 |
| Sheungshui | ..Dep. | 7.35 | — | 10.10 | 10.51 | 12.51 | 2.06 | — | 5.26 | 6.35 | 8.07 |
| Shumchun | ...Arr. | 7.41 | 8.45 | 10.14 | 10.57 | 12.57 | 2.12 | 2.55 | 5.32 | 6.41 | 8.13 |
| Canton | ...Arr. | — | 11.50 | 5.38 | — | — | — | 6.03 | — | — | — |

| | | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|
| Canton | ...Dep. | — | — | — | 8.05 | — | — | — | — | 3.30 |
| Shumchun | ...Dep. | 7.18 | 8.05 | 10.34 | 11.09 | 11.37 | 2.38 | 4.41 | 5.49 | 6.24 |
| Sheungshui | ..Dep. | 7.25 | 8.12 | 10.41 | — | 11.44 | 3.05 | 4.48 | 5.56 | — |
| Fanling | ...Dep. | 7.30 | 8.16 | 10.46 | — | 11.49 | 3.10 | 4.52 | 6.00 | — |
| TaipoMarket | Dep. | 7.40 | 8.26 | 10.56 | — | 12.00 | 3.21 | 5.02 | 6.10 | — |
| Taipo | ...Dep. | 7.44 | 8.31 | 11.00 | — | 12.05 | 3.26 | 5.07 | 6.15 | — |
| Shatin | ...Dep. | 7.57 | 8.44 | 11.13 | — | 12.19 | 3.39 | 5.20 | 6.28 | — |
| Yaumati | ...Dep. | 8.11 | 8.56 | 11.25 | — | 12.31 | 3.51 | 5.32 | 6.40 | — |
| Kowloon | ...Arr. | 8.17 | 9.03 | 11.31 | 11.49 | 12.37 | 3.57 | 5.38 | 6.46 | 7.04 |

### SUNDAYS AND PUBLIC HOLIDAYS.

| | | A.M. | A.M. | *A.M. | *A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kowloon | ...Dep. | 6.40 | 8.05 | 8.30 | 9.04 | 9.10 | 10.00 | 12.00 | 2.24 | 2.15 | 5.18 | 7.15 |
| Yaumati | ..Dep. | 6.49 | — | — | — | 9.20 | 10.07 | 12.07 | 2.31 | — | 5.25 | 7.23 |
| Shatin | ...Dep. | 7.01 | — | — | — | 9.33 | 10.19 | 12.19 | 2.43 | — | 5.38 | 7.35 |
| Taipo | ...Dep. | 7.15 | — | — | — | 9.48 | 10.33 | 12.33 | 2.56 | — | 5.52 | 7.48 |
| TaipoMarket | Dep. | 7.20 | — | — | — | 9.53 | 10.38 | 12.38 | 3.00 | — | 5.56 | 7.52 |
| Fanling | ...Dep. | 7.30 | — | — | — | 10.05 | 10.46 | 12.48 | 3.10 | — | 6.07 | 8.02 |
| Sheungshui | ..Dep. | 7.35 | — | 9.07 | 9.41 | 10.10 | 10.51 | 12.51 | 3.15 | — | 6.12 | 8.07 |
| Sham Chun | ..Arr. | 7.41 | 8.45 | 9.13 | 9.47 | 10.16 | 10.57 | 12.57 | 3.21 | 2.55 | 6.18 | 8.13 |
| Canton | ...Arr. | — | 11.50 | — | — | 5.38 | — | — | — | 6.03 | — | — |

| | | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|---|---|
| Canton | ...Dep. | — | — | 8.05 | — | — | — | — | — | 3.20 |
| Sham Chun | ..Dep. | 8.05 | 10.34 | 11.09 | 11.37 | 2.38 | 5.00 | 5.34 | 5.56 | 6.24 |
| Sheungshui | ..Dep. | 8.12 | 10.41 | — | 11.44 | 3.05 | 5.07 | 5.41 | 6.03 | — |
| Fanling | ...Dep. | 8.16 | 10.46 | — | 11.49 | 3.10 | 5.11 | — | 6.07 | — |
| TaipoMarket | Dep. | 8.26 | 10.56 | — | 12.00 | 3.21 | 5.21 | — | 6.17 | — |
| Taipo | ...Dep. | 8.31 | 11.00 | — | 12.05 | 3.26 | 5.25 | — | 6.21 | — |
| Shatin | ...Dep. | 8.45 | 11.13 | — | 12.19 | 3.39 | 5.38 | — | 6.34 | — |
| Yaumati | ...Dep. | 8.57 | 11.25 | — | 12.31 | 3.51 | 5.50 | — | 6.46 | — |
| Kowloon | ...Arr. | 9.03 | 11.31 | 11.49 | 12.37 | 3.57 | 5.56 | 6.17 | 6.52 | 7.04 |

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## Our London Letter.

### A GREAT ENGLISHMAN.

#### PASSING OF THE EARL OF OXFORD.

#### HIS SERVICES AT THE OUTBREAK OF WAR.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Feb. 19th.

Old political animosities are forgotten this week for a space on the announcement of the death of Lord Oxford. Friends and foes alike pay tribute to the statesman whose name will be remembered in history as the Prime Minister who was in power at the outbreak of the Great War. The newspapers contain long accounts of his career, which was certainly a wonderful one. He started life without influential friends, or money, and by sheer intellectual strength and industry won a foremost place in the life of his age.

Lord Oxford was never the type of man to become popular with the crowd. He was too aloof, somewhat frigid, and very reserved; and he despised the arts of the platform orator. I have listened to him with sheer delight because of the even cadence of his diction and the close logic of his argument; but to be quite frank, he left his hearers cold. You admired the speaker for his intellectual gifts, but it was at a distance. He lacked the warmth in speech that draws people and wins their hearts, and is the supreme test of true oratory.

**A House Of Commons Man.**

But although Lord Oxford was never a popular man on the platform he was a good House of Commons man. He was without a rival as a debater. You would see him apparently half asleep on the Treasury Bench when in office as speaker after speaker addressed the House; and then when he judged the time opportune he would get up without a note and in measured phrases simply pulverise his opponents. In all his speeches he was dignified, and I believe it is true to say that in the whole course of his career he never once indulged in personalities, or said anything that left a wound. Considering how high party passion is sometimes apt to run in Parliament this is praise indeed.

**On The Eve Of The War.**

Lord Oxford's chief claim to the remembrance of his fellow-countrymen rests on his conduct on the eve of the war. He then showed strength of character in quite exceptional measure. The Cabinet was divided. Half of the members were for keeping out of the struggle, and for making the best of both worlds by selling to the forces on both sides. But the Prime Minister never wavered. He saw clearly where the path of duty led, and that Great Britain was bound in honour to come out against Germany.

There is a story of the kind of man he was in great emergencies. It was at a crucial moment in the Cabinet when resignations were being given and withdrawn and life-long lovers of peace were faced with momentous decisions. The Prime Minister surveyed his dismayed colleagues in silence for a moment. "It looks as if I shall have to carry on the Government alone," he said, with a shrug, and the waverers began to pull themselves together.

Mr. Lloyd George in a speech this week disclosed that it was owing to Mr. Asquith, as he then was, that this country went into the war with a united front—as a united Cabinet, Parliament, and nation. This note is struck by most speakers and writers here, and even old political opponents of the dead statesman confess that it was fortunate that the country had a man of such even temper and cool judgment at the head of affairs in those dark and terrible days.

**"Wait And See."**

It is curious how some phrases stick to a man like a label. The phrase "Wait and See," for which Lord Oxford was responsible has actually contributed to make history, not because of any significance in the words themselves, or the occasion on which they were uttered, but because of the use made of them by others. There is no doubt that "Wait and See" played an effective part in the agitation which

(Continued on next Column).

led to Mr. Asquith's resignation of the Premiership in 1916.

So far as its origin is concerned the explanation is quite simple. Twice in one day—on April 4th, 1910—in reply to questions concerning the Budget and the House of Lords he twice replied, "I am afraid we must wait and see." Lord Oxford has recalled in his autobiography that the same words were used by Lord John Russell and Mr. Joseph Chamberlain to damp down inquisitive questions, and he remarks that it is curious that the phrase should "have passed for a time into the slang of politics and even been caricatured into a maxim of policy."

**Domestic Life.**

Lord Oxford's domestic life was extremely happy. As is well known he was married twice. By his first wife, a daughter of Mr. Frederick Milland, of Manchester, who died in 1891, he had four sons and one daughter. One son, Mr. Raymond Asquith, was killed in the war, and he left a boy now eleven years of age who succeeds to the title. In 1894 this second marriage took place to Emma Margaret (Margot) Tennant, daughter of Sir Charles Tennant, and sister of the first Lord Glenconner. By this marriage there were two children, Elizabeth, now Princess Bibesco, and Mr. Anthony Asquith who has recently made a name for himself in the film industry.

Lady Oxford records in the famous autobiography how she and the "ready made family" assimilated each other. Lord Oxford was an extremely genial man in private life. He loved a good table, good wine, and plenty of good company, and he enjoyed the society of clever women. He hated pretence or meanness in any form. He was loyal to his friends, and all through his political life no man could ever say that he hit an opponent below the belt.—H.B.

## A VICAR AND HIS RATES.

### EXPOSURE BY A MAGISTRATE.

MR. WATLING AS "SPONGER."

LONDON, Feb. 10th.

There was a sequel yesterday at Tottenham Police Court, N., to the committal to prison at the same court last week of the Rev. Gilbert Watling, vicar of St. John's, Edmonton, N., for non-payment of his rates, amounting to £10.

Mr. Richard Green, the magistrate, said:

The man comes before me twice a year. He treated the court with absolute contempt last week and never put in an appearance. I had no alternative but to commit this man to prison, as I have done before over and over again, for 8 weeks.

Immediately after he is committed to prison he talks to newspaper correspondents and tells them he is waiting at home to be arrested and go to prison. That may be so, but my point is this—the last time he was convicted, after he had been at Brixton Prison about two days, an anonymous friend came along and paid about £25, and another friend went to the prison and was prepared to pay again £25.

**"Making A Trade Of This."**

The man is making a trade of this. He is using the court as an implement for the purpose of cadging from the generous public, and more especially the generous people of the Church of England.

I have known the time when I have received through the post £60, £70, or £80 for him.

You do not know how much money he has received himself. These petitions for the newspapers are written in such a way that many contributions are sent to him direct. I used to receive many of these cheques, but now I return them.

This man has no right to pose as a martyr, when as a matter of fact he is sponging and cadging from the benevolent public. He is simply robbing the public.

No doubt he is a rich man as a result of the many remittances he has received in answer to these requests in the newspapers.

In conclusion Mr. Green asked: Has this man been arrested yet?

The Warrant Officer: No.

Mr. Green: It is a thousand chances to one he has the money three, four, or five times over. Let him go to prison at once.

Mr. Green then signed the committal order.

## DIARY OF EVENTS.

**To-day.**

Yachting: The 8th bi-annual race for the Treverea Trophy, 2 p.m.

Hockey: Hong Kong H.C. 1st XI. v. 3/15 Punjabis at the United Services Recreation Ground at 5.15 p.m.

Fanling Hunt Meet Sheung Sui, 2.45 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m. Lane, Crawford's Restaurant, 4.30-6.30 p.m.

Queen's Theatre: "Two Arabian Knights."

World Theatre: "Stella Dallas."

Star Theatre: "The Unholy Three."

Principal Mails: — Outward: Europe *vid.* Siberia (*Paul Lecat*), 2.30 p.m.

**Thursday.**

Annual Inspection of Hong Kong Volunteer Defence Corps by H.E. Major General G. C. Luard, C.B.C.M.G., at Murray Parade Ground, 6 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30.

Queen's Theatre: "My Best Girl."

World Theatre: "The Understanding Heart."

Star Theatre: "The Sap."

Principal Mails:—Inward: Europe *vid* Suez (*Mantua*); Europe *vid* Siberia (*Empress of Asia*). Outward: Europe *vid* Siberia (*Mantua*), 5 p.m.

**Friday.**

H.K. Electric Co., Ltd., 39th Ordinary yearly meeting P. and O. Building at 12 noon; Extraordinary General Meeting at 12.10 p.m.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Queen's Theatre: "My Best Girl."

World Theatre: "The Understanding Heart."

Star Theatre: "The Sap."

Principal Mails:—Inward: Europe *vid* Suez (*Nagpore*), letters and papers, dated Feb. 9th. Outward: Europe *vid* Marseilles (*Kashmir*), 10.30 a.m.

**Saturday.**

St. Patrick's Day.

Yachting: "Tai Yat" Cups (racing yachts).

Second Extra Race Meeting H.K. Jockey Club.

Fanling Hunt Drag, meet at Mr. Pott's Bungalow, Fanling, 4.45.

Cricket: Kowloon C.C. 1st XI. *v.* Army; C.S.C.C. 1st XI. *v.* Craigengower; H.K.C.C. 1st XI. *v.* R.G.A.; University 2nd XI. *v.* Royal Engineers; H.K.C.C. 2nd XI. *v.* Recreio; C.S.C.C. 2nd XI. *v.* R.A.O.C.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

Queen's Theatre: "My Best Girl."

World Theatre: "The Understanding Heart."

Star Theatre: "The Sap."

**Sunday.**

4th Sunday in Lent.

In the Cathedral at Evensong the Rev. H. V. Koop, M.A., on "God in the form of a man."

In St. Peter's at Matins the Rev. N. Evans, M.A., on "Christ, the source of forgiveness."

Scottish Company, (H.K.D.C.) triangular shoot *v.* 2nd Scots Guards and 2nd K.O.S.B.

Fanling Hunt: Paper Chase.

Golf: Junior Championship Cup Girl.

Yachting: Club *v.* Ladies.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

**Monday.**

St. Peter's Yung Men Debate "Labour devices increase laziness."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30—6.30 p.m.

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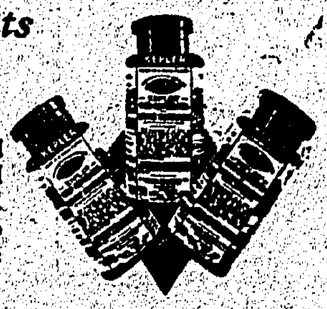

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## IMPERIAL AIR SERVICES.

### WORLD'S BIGGEST AIR ROUTE.

### WHAT NEW AIRSHIPS WILL DO.

### SEVEN DAYS TO INDIA.

[BRITISH WIRELESS SERVICE.]

Rugby, March 12th.

The problem which the Air Ministry were trying to solve was the vital problem of quicker Imperial communications, or how to give the Empire a physical unity that it had never before possessed, said Sir Samuel Hoare, in introducing in the House of Commons the Air Estimates for the coming financial year.

The Secretary for Air first dealt with the question of airships and commercial air services, and said that during the summer and winter of this year both new airships should be completed and, doing their flying tests. This was a noteworthy event in the history of British flying and was a bold and remarkable experiment.

Quicker Imperial communication was the great aim of the Air Ministry. Shipping, at least for many years to come, would not appear to be capable of solving the problems. Shipping authorities had told him that for the longer distances it would not pay them to expedite their services.

The aeroplane would be invaluable, he said, for shorter journeys, but its range and its small size must for some time to come seriously handicap it in dealing with distances involving non-stop flights of thousands of miles.

The airship, on the other hand, if it could be proved safe and dependable, could fly by night and day in comfort. It would carry air mails in considerable quantity and could use the "trades" and other favourable winds, and, with a range of 2,000 or 3,000 miles, need never make use of foreign territories in its journeys from one part of the Empire to another.

**"Many Difficulties."**

There were many difficulties, but, with so much to gain, it was not only worth making the experiment, but it was incumbent upon any progressive Government to make it. Such effort they had for the last three years been attempting, and they could claim that for the first time in the history of airships they had made a concentrated attack upon all sides of the problem.

"I suppose" continued Sir Samuel Hoare, "we could probably have built both airships in little more than a year. But so anxious have we been to eliminate any avoidable risk, that we have spent the best part of three years upon research and experiment and upon an effort to harmonise the calculations of theory with the lessons of experience and experiment.

**New Airships.**

"The structure of the new airships is much stronger than the structure of any of their predecessors. The fact that they are bigger than the former airships has made it possible to use stronger and heavier girders. The engines are more powerful. Every possible precaution has been taken against the danger of fire, and, in the case of the Cardington airship, we hope to have the new safeguard of heavy oil engine. The ships' wireless installation will be far more efficient than in the earlier British airships, whilst a new section of the Meteorological Department has concentrated attention upon the problems of weather warnings and the charting of the air for the main airship routes."

**Weekly Service To India.**

Sir Samuel Hoare said he hoped during the year to make a beginning with the biggest civil air route in the world—namely, a new agreement with the Imperial Airways Company, based upon three main conditions, namely:

Firstly, the organisation of a weekly mail service to India, bringing Delhi within seven days and Calcutta within nine days of London:

Secondly, a subsidy to enable the Company to substitute, regularly, new for old types of machines; and thirdly, the right of the State to share in any ultimate prosperity that the Company might obtain.

The details of the agreement were still under discussion with the Government of India and the Imperial Airways.

**Persia's Opposition.**

The Minister expressed regret at the opposition of the Persian Government to the Persian section of the route. He pointed out that the project would have cost the Persian Government nothing and would be a real asset to Persia. These obvious advantages had seemed at one time greatly to appeal to the Persian Government, whose officials had helped to map out the route, and an agreement had actually been signed between the British and Persian Governments. These facts made him hope that the present difficulties were due to a misunderstanding and that an agreement might still be reached, satisfactory to both Governments. Meanwhile the Air Ministry had been investigating the possibilities of alternative routes.

## EXPLORER'S LIBEL ACTION.

### THE STORY OF HIS ADVENTURES.

### CROSS EXAMINING COUNSEL'S SARCASM.

Before the Lord Chief Justice (Lord Hewart) and a Special Jury, Mr. Frederick Albert Mitchell Hedges, the explorer and lecturer, of The Bridge House, Sandbanks, Parkstone, Dorset, brought a libel action against the London Express Newspapers, Ltd.

He complained of two articles in the *Daily Express* on January 21st and 22nd, 1927, alleging that he had been defamed by the publication of words which meant that he was a liar and had conspired with certain persons to delude and hoax the police and public in connection with a bogus highway robbery.

Mr. Mitchell Hedges further said that the defendants implied that he had done this with a view to advertise the device known as a Monomark and with a view to gaining fraudulent notoriety and free advertisement for himself and British Monomarks, Ltd.

For the defence it was pleaded that certain of the statements complained of were true, and that as regarded the other words they did not refer to Mr. Hedges or bear the meaning put on them or were defamatory.

Sir Patrick Hastings, K.C., opening the case for Mr. Hedges, said his client had led a very adventurous life since he was 19. He had explored many parts of the world and he (Sir Patrick) imagined he was recognised as being one of the great modern explorers.

**Chauffeur Tied Up.**

On the night of January 14th, 1927, he began a journey by road with Mr. Colin Edgell from the National Liberal Club to his house at Sandbanks.

On the outskirts of Ripley, Surrey, the car was stopped by a person who stated that a man was ill and asked for assistance.

This was a trap, for directly Mr. Hedges and Mr. Edgell left the car a skirmish took place and the attackers ran away after tying up the chauffeur with a rope. Mr. Hedges's attache case, on the contents of which he placed great value, was stolen.

Not long afterwards the newspaper commented on the fracas. The article was headed: "Robbery on the Ripley road. True story of the great midnight hold-up. A pure fake. Mr. Mitchell Hedges and Dick Turpin Gray." The article read:

Readers will be able to join in the enjoyment of the priceless joke of the real story of Mr. F. A. Mitchell Hedges' great adventure on the Ripley-road and the police search for his missing attache case containing documents of incalculable value. The truth about the battle on the Ripley-road is that it was planned as a pure publicity enterprise.

The article attributed the "joke" to Mr. Clifford Bagot Gray, and added that "the climax of the publicity was to be the recovery of the attache case through the medium of its owner's monomark."

On January 22nd the paper contained the following:—"Beachcomber in Midnight Hold Up," and Sir Patrick read a paragraph describing an imaginary attack, beginning:

As I was motoring quietly down a Kentish lane between Dover and Goudhurst late last night I was suddenly surprised, gagged, and bound. My chauffeur was carried off in a sack and an attache case of mine containing documents so valuable that the insurance money runs into millions was stolen.

The result of the articles, added Sir Patrick, had been that Mr. Hedges had been seriously injured financially.

**Mr. Hedges's Evidence.**

Describing the "hold-up," Mr. Hedges said his attache case contained documents and four, "reduced heads."

Lord Hewart: Heads of what?

Mr. Hedges: Heads of human beings. (Laughter.) He obtained them in his explorations.

Mr. Jowitt, K.C., cross-examining Mr. Hedges, asked him: Are you an adventurer?—Yes, in the sense that I go abroad.

In the sense that you experience real adventures and enjoy them, you are an adventurer?—Yes.

You put yourself before the jury as a real old type of explorer?—Oh, no.

Deeds of "derring do" and all that?—I don't talk about them if that is what you mean.

Mr. Jowitt referred to the initials F.Z.S. after Mr. Hedges's name, and Mr. Hedges replied that he believed every member of the Zoological Society was a Fellow.

Mr. Jowitt: I am one, you may be surprised to hear.

Mr. Hedges: I congratulate you. (Laughter.)

Mr. Jowitt: We have privileges, such as taking the children to the Zoo on Sundays. (Laughter.) Then "Who's Who" says you have devoted your life to exploration and deep-sea research work?—Agreed.

"Holds world's records for the capture of giant fish."—That is correct.

"Discovered a new race of people"?—Perfectly true.

**Rejected For Army.**

Replying to further questions, Mr. Hedges admitted he was made bankrupt in 1912. His assets were worth practically nothing.

Coming to the outbreak of the war, Mr. Jowitt asked what he did.

Mr. Hedges: I was one of the first volunteers. My records are in court.

Splendid! When did you go to France?—I went to see the secretary of the R.A.C. and immediately volunteered to drive a car in France.

What happened?—Totally rejected. The papers are there (pointing to the solicitors' table).

Do you know a Mrs. Champion?—But don't you want to ask me anything more about the war?

"I am coming to that," Mr. Jowitt replied, and Mr. Hedges stated that Mrs. Champion was the wife of his manager.

Mr. Jowitt: Did you see her in 1915 after the *Lusitania* was sunk, and did you say this war was no concern of yours and you were going to take no part in it?—Look at my record.

Did you say it?—Emphatically, No.

After the war, said Mr. Hedges, he travelled for a firm of diamond merchants in New York. "I was down and out," added Mr. Hedges, "and tried to make good." In 1920 he went to Honduras and into the interior, and in 1921 he went to Panama and discovered a new race of men. His companion was Lady (Richmond) Brown.

Mr. Jowitt: Her husband is living?—Yes.

He is a very wealthy man?—Perfectly true.

So she has very large sums of money at her disposal?—No, you are wrong. He (Mr. Hedges) chartered at Panama a small yacht. Lady (Richmond) Brown was left in hospital at Panama.

Mr. Jowitt: You recounted your adventures at Colon, and so thrilling were they that you wanted to start out with her at once because you had heard of an unknown race of men?—True.

Lord Hewart: How many were there in this new race of men?—Some 2,000 or 3,000.

You saw them all at once?—I have seen them, my lord.

Mr. Jowitt, quoting from Lady (Richmond) Brown's book "Unknown Tribes; Uncharted Seas," read an account of a meeting with the heads of the race in which Mr. Hedges addressed them and invited him to repeat in Chucunaque what he then said.

Mr. Hedges said he could not repeat what he then said after four years.

**Indian's Language.**

Mr. Jowitt: They said to you, "Prove to us that you are not mortal dwellers, for no mortal man or woman has ever left our territory alive." It was rather hard, after inviting you to call. (Laughter.)

Lord Hewart: This little passage about mortal dwellers. Was it spoken in English? This is very interesting—hitherto unknown race of men and you immediately understand their language. (Laughter.)

Mr. Hedges said there was an interpreter.

Mr. Jowitt (reading): "Suddenly Midge (Mr. Hedges) pinched me. He stretched out his hand, and in a voice of thunder, before which the Indians blanched, said, "We, the Heelers, will confer with the Great Spirits and make known to them what you have said, though we know not what the result will be."

Lord Hewart: Did the black people turn pale? (Laughter.)

Mr. Jowitt asked for a reproduction of this speech in Chucunaque.

Mr. Hedges: Not in a crowded court like this. (Laughter.) Can a man do in a crowded court what he does in the jungle?

Mr. Jowitt: But it was more crowded then. In that hut were hundreds gathered, and you might have been torn limb from limb.

Mr. Hedges: Do you want me to say it now? My case is becoming a music-hall turn. (Laughter.)

Lord Hewart: How did you say it?

Mr. Hedges explained that it could largely be done with gesture. There would be a wave of the hand—and Mr. Hedges spread his hands upon his chest and then pointed upwards.

When Mr. Jowitt and the court laughed, Mr. Hedges exclaimed: "You do not understand primitive peoples."

**A Tight Corner.**

Mr. Jowitt: Were you and Lady Brown in a tight place among these Indians—Yes, we were in a reasonably tight place.

Lord Hewart: What is reasonably tight? (Laughter.)

Mr. Jowitt (quoting from the book): "We are in a mess," I (Lady Brown) exclaimed. "Don't worry, he (that's you) sleepily yawned. 'We must do something,' I retorted. 'Let us go to sleep,' was his provoking reply." (Laughter.) Even with amnesia [which Mr. Hedges had explained was a form of forgetfulness] surely you can say whether this story is true or not.

Mr. Hedges: Can you recollect when you went to sleep five years ago?

(Continued on next Column.)

## "AN ALADDIN'S CAVE."

### POLICE DISCOVERY AT WOMAN THIEF'S ROOMS.

London, Feb. 9th.

"Her rooms must resemble an Aladdin's Cave," remarked Mr. Bingley, the Marylebone Magistrate, on reading a list of articles found by the police at the address of Annie Kentish, aged 48, charwoman, of Westbourne Park-crescent, Paddington.

Kentish pleaded guilty to stealing jewellery, clothing, books, and other articles, valued over £23, from Messrs. William Whiteley, Bayswater; and other property worth £1 from an address in Harrow-road, where she had been employed. She was sentenced to four months' hard labour on each of three charges, a total of 12 months.

Mr. Freke Palmer said that Kentish was originally arrested on a charge of stealing stockings worth 9s. 6d., and she turned upon a woman detective, struck her in the face, and struggled violently. Her rooms were searched, and a large quantity of property was found. There were articles of jewellery, £26 10s. in a jewel case, 19 pairs of silk stockings, 57 handkerchiefs, 34 packets of flower seeds, 16 remnants of silk, and many other things, a proportion of which had been identified by Messrs. Whiteleys, Messrs. Barkers, and Messrs. Harrods.

Previous convictions were mentioned, and the Magistrate said that it was clear that Kentish spent her life looting big shops. She really ought to go to penal servitude. In addition to her sentence, he ordered her to pay five guineas towards the costs of the prosecution.

## EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, March 12th.

| | |
|---|---|
| Paris | 124 |
| Brussels | 35 |
| Amsterdam | 12.123 |
| Berlin | 20.41 |
| Copenhagen | 18.29 |
| Vienna | 34.055 |
| Helsingfors | 193¾ |
| Lisbon | 2.15/64 |
| Bucharest | 780¼ |
| Buenos Aires | 47.29/32 |
| New York | 4.87.15/16 |
| Geneva | 25.34 |
| Milan | 92.35 |
| Stockholm | 18.18 |
| Oslo | 18.32 |
| Prague | 164¼ |
| Madrid | 28.925 |
| Athens | 383¼ |
| Rio | 5.59/64 |
| Bombay | 1/5.31/32 |
| Yokohama | 1/11.1/16 |
| Shanghai | 2/6¾ |
| Hong Kong | 2/0⅝ |
| Silver (spot) | 28.5/16 |
| Silver (forward) | 28¼ |

Mr. Jowitt: Perhaps this was one of the incidents ordinary to the life of an explorer.

Mr. Jowitt read passages in the Chucunaque language from the book and asked Mr. Hedges if he could translate them. What is "measles"? he asked.

Mr. Hedges: I cannot remember. I remember "stomach ache": it is sabadima. I don't recollect them having measles, but I remember small-pox.

Mr. Jowitt: Well, what is that in the language?

Mr. Hedges (thoughtfully): Oh, dear, I know it well enough. What is it? I am afraid I cannot recollect.

Mr. Jowitt: You were among those Indians how long?—About a fortnight.

Mr. Jowitt: And yet you authorised "Who's Who" to state you discovered a new tribe of Indians!—Perfectly true.

Mr. Jowitt then questioned Mr. Hedges on passages in the book called "Battles with giant fish," and asked: "You have done some remarkable fishing!"—Yes.

Have you read what an expert, Mr. Turner Turner, said about the book in a Kingston (Jamaica) paper?—Yes.

In so many words he calls you a liar?—Yes, and people who live on the Black River and know the fishing wrote back and told Mr. Turner Turner that he was a liar. (Laughter.)

Mr. Jowitt then turned his attention to Mr. Hedges' reports on his discovery of the Labaantom ruins in the Maya country, and asked him if it was not a fact that other people, including Dr. Gann had not seen those ruins before he found them. Mr. Hedges replied that Dr. Gann discovered ruins some distance away.

Mr. Jowitt: You were reported as the man who arrived at Paddington Station carrying the skull of a big reptile under your arm?—That was perfectly true. The skull is in the South Kensington Museum. It was not a publicity "stunt."

**"Raining" Fish.**

Did you write: "There are many mysteries in this country (Honduras). In York nearly every June, during the wet season, swarms of fish, three to seven inches long, fall from the sky!"—Perfectly true.

Mr. Jowitt: I have heard of it raining cats and dogs and the weather being like pea soup but I have never heard of it raining fishes. (Laughter.)

The hearing was adjourned.


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[A.P.E.I.]


## HONG KONG STOCK EXCHANGE.

### CLOSING QUOTATIONS.

MARCH 13TH, 1928.

| | |
|---|---|
| B.K. Bank | $1,230 buy. & sa. |
| Do., London | £180 nom. |
| Chartered Bank | £21¼ buy. |
| Mercantile Bank, A. & S. | £33¾ nom. |
| Do. C | £14¼ nom. |
| P. & O. Bank | £9¼ nom. |
| East Asia Bank | $70 buy. |
| Canton Insurance | $665 buy. |
| Union Insurance | $431 buy. |
| North China Ins. | Tls. 143 nom. |
| Yangtsze Insurance | M. $46¼ buy. |
| China Underwriters | $2¼ buy. & sa. |
| China Fire Insurance | $215 nom. |
| Hong Kong Fire Ins. | $740 buy. |
| Douglases | $41¼ buy., 42 sa. |
| H.K. Steamboats | $37½ buy. |
| H.K. Tugs | $2.50 sel. |
| Indo-Chinas (Pref.) | $35 nom. |
| Do. (Def.) | $43 buy. |
| Shell Transports | $20½ nom. |
| Waterboats | $20½ nom. |
| Beaguets | $2½ sel., 2.35 sa. |
| Kailan Mining Ad. | $3⅞ nom. |
| Laukats (combined) | Tls. 18¾ nom. |
| Do. (single) | Tls. 10 nom. |
| S'hai. Explorations | Tls. 2½ buy. |
| Shanghai Loans | Tls. 6.10 nom. |
| Realis | $44 nom. |
| Trench Mines | 17/6 buy. |
| H.K. & K. Wharfs | $142 nom. |
| H.K. & W. Docks | $43½ nom. |
| China Providents | $6.45/6 sa. |
| Hongkews | Tls. 106 buy. |
| New Engineerings | Tls. 4.50 buy. |
| Shanghai Docks | Tls. 29 nom. |
| Ewo Cottons | Tls. 9.05 sel. |
| Orientals Cottons | Tls. 2.15 nom. |
| S'hai. Cottons (old) | Tls. 65 sel. |
| Do. (new) | Tls. 33 sel., 31 sa. |
| H.K. & S. Hotels | $10½ buy., 10/10½ sa. |
| H.K. Lands | $67½ buy., 67½/68 sa. |
| Shanghai Lands | Tls. 131 buy. |
| Humphreys Estates | $16 sa. |
| Hong Kong Realties | $31 sel. |
| H.K. Territorials | $1 nom. |
| H.K. Tramways | $26½ nom. |
| Peak Trams (old) | $12 buy. |
| Do. (new) | $9½ nom. |
| Star Ferries | $644 buy., 65 sa. |
| China Lights (comb.) | $19 nom. |
| Do. (old) | $12½ buy. |
| Do. (new) | $9½ buy. |
| H.K. Electrics | $7½ sa. |
| Macao Electrics | $31 buy. |
| Telephones | $4.50 buy. |
| China Buses | Tls. 6½ buy. |
| Singapore Tractions | 11/9 nom. |
| China Sugars | $12 buy. |
| Malakon Sugars | $27 sa. |
| Canton Ices | $4 nom. |
| Cements (combined) | $12.40 buy. |
| Do. (old) | $10 buy. |
| Do. (new) | $2.40 nom. |
| H.K. Ropes (old) | $5.40 sel. |
| Do. (new) | $4½ nom. |
| United Asbestos | $10 sel. |
| Dairy Farms | $21 ⅞ div. buy. |
| Watsons | $13 buy. |
| Dee A Wings | $3 sel. |
| Lane Crawfords | $3.60 buy & sa. |
| Mafuhtsahi | $22 sel. |
| Binnies | $9.60 buy |
| Wm. Powells | $3 nom. |
| H.K. Aerospaces | $230 buy. |
| H.K. Constructions | $14 nom. |
| Fogo Indus. G.I Bonds | 50% buy. |
| H.K. Govt. Loans | 5% prem. buy, buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal. |

# POISON DRUG DANGER.

## EASY PURCHASE OF DEADLY ACID.

### LONDON INQUEST DISCLOSURE.

"A great deal of poison can be bought in this country without breaking the law," said the coroner for West London, Mr. H. R. Oswald, in returning an open verdict at Paddington at the inquest on Perthine Hamilton, aged 43, the wife of a bank cashier, of 117, Westbourne-grove, W.

Mrs. Hamilton died from the effects of an overdose of a poisonous drug called dialacetin, and stated to be made in Switzerland.

The drug was prescribed by Mrs. Hamilton's doctor for insomnia. It was stated in court by the doctor that each tablet contained a grain and a half of the poison barbituric acid, and that four tablets would be sufficient to cause death.

It was also stated that it was possible that a packet of the drug containing 15 tablets might be bought from some chemists without a doctor's prescription.

**Wife's Delusions.**

Mr. Henry F. T. Hamilton, the husband, was asked if there was any foundation for certain statements in some letters written by Mrs. Hamilton. He said he was in financial trouble three or four years ago, but the bank were satisfied, and he was still there. His wife helped him through in a certain way.

Mr. Oswald: Financially?—At the time I was in the hands of moneylenders. That was paid off by my sister.

She had delusions about your position?—She was under the impression that I was running about with another woman. She said she had seen me in a motor-car with a woman. None of these things was true.

**Hypnotic Poison.**

Dr. Anthony M. F. Browne said about a year ago he prescribed for insomnia a proprietary drug made abroad called dialacetin, one-half to one tablet to be taken only occasionally. The tablets were not poisonous if taken in proper doses.

Mr. Oswald said that the packet was labelled poison. What, he asked, is the effect of barbituric acid?

Dr. Browne: It is mypnotic.

What would be a poison dose of it?—I have never heard of a case of poisoning. According to the literature six grains would be a fatal dose, but I am not quite certain.

With your prescription she could get as many more tablets as she like?—Yes.

Each packet contains 22½ grains of barbituric acid. Four tablets would be enough to cause death?—Yes.

Can anyone buy these tablets at a chemist's?—I don't think it comes under the Dangerous Drugs Act.

Can it be bought without a doctor's prescription?—I cannot say that.

It ought not be allowed?—No.

Dr. Mary Marshall, house physician at St. Mary's Hospital, who attended Mrs. Hamilton in the hospital, said the drugs in the barbituric group were not specifically stated, and so some of the drugs might be bought without offending the Act.

Mr. Oswald: Supposing I went into a chemist's shop without disclosing my identity and asked for this drug, would I get it?—It would depend on the chemist. The larger chemists would not supply it.

Mr. Oswald read a letter written by Mrs. Hamilton and addressed to the coroner, stating:

I am broken-hearted and have no more interest to carry on. I am not insane, but I cannot stand being thrown back on my own after having done so much for a certain person through life. I cannot face the future alone. This is my reward . . . after having lost my life savings.

Mr. Oswald, recording an open verdict, said that there was not sufficient evidence to show whether death was due to misadventure by taking an overdose of the drug or whether Mrs. Hamilton took it with the intention of taking her life.

# COMMUNISTS AS BONDHOLDERS.

## A NICE POINT IN SOCIALIST ETHICS.

### THE RUSSIAN LOAN SYSTEM.

Moscow.

The recent extension of the Soviet internal loan system has raised a nice point in Communist ethics. Can a Communist, trained to look on money derived from interest as "unearned income" and a symbol of exploitation, take profit from his investments in state loans and his deposits in savings-banks? And what if a Communist holds the lucky number in the lotteries which always go with Russian loans and wins a handsome money prize of five or ten thousand roubles?

These questions are especially acute because Communists are under a moral obligation to buy as many bonds as they can afford. The Communist Party has committed itself to the programme of industrialising the country, and this demands large sums of new investment capital, which can only be realised inside the country. Since the wealthy classes in Russia are both less numerous and less opulent than they are in other countries, the Soviet financial authorities count on a wide distribution of the bonds among the masses of the population; and Communists are supposed to set a good example by buying bonds "till it hurts," to use a familiar phrase in American war-loan selling campaigns.

**The Bourgeois Taint.**

The obligation to buy bonds is not disputed; but the question of what to do with the interest and premiums remains complex and knotty and has aroused widespread discussion in the Party Press. Some hot-gospellers of Marxism protest that they will not touch a kopeck of money that is tainted by the capitalistic principle of interest. Their earnings from bonds and savings-banks will go back to the State or to the general Party funds; and the holders of this point of view usually express apprehension that the comrades who are less scrupulous in their attitudes will become infected with "petty-bourgeois ideology."

This, however, seems to be an extremist minority view, if the letters published on the question are any gauge of public opinion in the party. A number of Communist workers argue that party members, especially workers, should have the same rights as other citizens in the matter of receiving interest and premiums. They point out that the worker often lives under difficult conditions, that his remuneration is usually much smaller than that of the responsible party official. (No Communist, according to the party rules, is supposed to receive a monthly salary higher than two hundred and twenty-five roubles. Very few manual workers, however, earn this amount, the average wage in the Russian factories being about sixty roubles a month. The party intellectuals have another advantage over the proletarian members in that they are permitted to retain their earnings for literary productions, provided that they turn over 25 per cent. of this supplementary income to the party funds.)

**The Limit.**

After the matter was thoroughly threshed out in the Press the control committee (the party organisation which supervises the maintenance of discipline and has the right to reprimand or expel erring members) handed down a decision which found a middle ground between the extremes of severity and laxity. According to this decision Communists may receive interest and may keep for their personal use money premiums up to the amount of one thousand roubles. Any sums in excess of this figure must be turned into the general party treasury.

A Communist who won a lottery prize of ten thousand roubles could, presumably, retain the whole of it by renouncing his party membership and becoming a simple Soviet citizen. This circumstance in the future may give rise to individual moral conflicts between Mammon and Lenin.—*Observer.*

# TRAFFIC IN USED STAMPS.

## SOMERSET HOUSE SENTENCES.

### FRAUDS NOW NOT POSSIBLE.

Seven men who pleaded guilty at the Old Bailey to trafficking in or possessing used judicature stamps at Somerset House, came before the Common Serjeant (Sir Henry Dickens, K.C.) for sentence, and were dealt with as follows:

Robert Forsythe, 48, permanent official in the Probate Registry, 15 months in the second division.

Arthur Leslie Sibbald, 28, clerk in the Probate Registry, 10 months in the second division.

William August Langhorne, 40, and Frederick L. S. Allen, 28, clerks in Probate Registry, 9 months each in the second division.

Leonard Clarke, 22, Lewis Stanley Raynor, 29, and Arthur Thomas Dowles, 23, solicitors' clerks, bound over in their own recognisances.

Forsythe, Sibbald, Langhorne, and Allen were alleged to have removed cancellation marks and then used the stamps over again, either by selling them to the public or by substituting them for unused stamps.

**NEW SYSTEM IN USE.**

**Official Claim That Fraud is Now Impossible.**

High officials at Somerset House have been much perturbed as the result of the disclosures made during the hearing of the case. They state, however, that they are now satisfied that the "canker of dishonesty" (referred to by the Common Sergeant below) has been eradicated.

An official said:

It may be taken for granted that the Probate Registry has now put its house in order, while a system of cancellation of stamps has been evolved which will prevent any similar fraud in the future.

It should also be remembered that the frauds now exposed were in fact a conspiracy between members of the staff and members of the public. It would be impossible if the buyer and seller of stamps were not both in the fraud for it to be perpetrated. There was little chance of a casual person passing a "cleaned" stamp under the old system, and none at all under the new one.

**"FRAUD VERY RIFE."**

**Common Serjeant on an Astounding Position.**

The Common Serjeant, before passing sentence, said:—

It is an astounding position that I find in an office like this, the office of the Probate Registry at Somerset House, that the canker of dishonesty has bitten deep.

Forsythe has been in the service for years and is a permanent official there. Three other men are also in that office. They had access to the necessary papers, and they took advantage of their position to commit these frauds. The remaining three men are in a very different position, to my mind. The tempters are the officials and the solicitors' clerks are the tempted. This kind of fraud is very rife and has to be put down.

While I have to consider your records, I have also the primary consideration of the public weal. If punishment is said to be a deterrent, this case is one above all others where punishment may be of importance in putting down this kind of crime.

Addressing Forsythe, the Common Serjeant continued:—

You are the prime mover of this, and obviously you started it. For a year and a half you have continued it, and you have undoubtedly raised an atmosphere and influenced other people in that office. I have read your melancholy statement about getting into the hands of money-lenders, for those years of misfortune. I sympathise with you deeply. But I must not let my sympathy get the better of my judgment.

Sibbald had played an active and prominent part, and had been the means of bringing the three solicitors' clerks into the matter.

# THE EARTHQUAKE.

## A CORRECTION.

We are asked to point out that in the Royal Observatory report on the recent earthquake it was not stated that the earthquake was the most severe ever recorded by the Hong Kong Seismographs or that the vibrations at the most severe stage of the disturbance lasted for nearly half a minute."

The time of vibration referred to in the note from Mr. Claxton was the time of vibration of the pendulum, or in other words, the time interval between the crests of the earthquake waves, not the duration of the disturbance.

# THE KING AT A WEDDING.

## WOMEN FLOCK TO SEE MARQUESS'S BRIDE.

### THOUSANDS WAIT FOR HOURS.

London, Feb. 10th.

At the moment yesterday when Lady Mary Kathleen Crichton, after her wedding, at which the King was present, passed out of the church of St. Martin-in-the-Fields as the Marchioness of Hamilton she looked upon a multitude of women, most of whom had waited for many hours to see her leaning on the arm of her tall bridegroom.

The picture she made was as pretty as the most romantic girl in all that host could have imagined.

She advanced, floating, as it seemed, in a cloud of shimmering satin and old lace, a very shyly-smiling bride.

**Many Women Faint.**

People were massed on all sides of Trafalgar-square, down Duncannon-street, round about the Nurse Cavell monument, and all along St. Martin's-place to Charing Cross-road. The steps and the great portico of the National Gallery were also thronged, while people swarmed at windows and on the tops of tall buildings.

A specially large force of police was required to control the crowds. Several women fainted.

When the marquess and his marchioness drove away slowly through the narrow lanes left clear by the crowds, there was tremendous cheering.

**Cheers For The King.**

Two minutes later the King passed through the door of St. Martin's beside Lady Mary Stanley, the bride's mother, who was wheeled in an invalid's chair. Then the cheers rose louder still, and hats and handkerchiefs were delightedly waved.

All about the King fluttered the eight little bridesmaids—pink-cheeked, laughing girls in yellow chiffon, their curly heads crowned with many-coloured chaplets of crocuses, and in their hands posies of tulips. The King laughed to see them flitting here and there like merry sprites, and patted their heads as they passed. He was charmed, too, by the three pages, who wore long blue trousers and yellow "Bubbles" shirts.

Comparatively few people saw the King arrive at the church, for he entered it by a side door. A red plush armchair was placed for him in front of the foremost pew on the bride's side, close to the chancel, where four great vases overflowing with daffodils and mimosa were set.

**The Queen At Reception.**

The Queen was not with the King. As she was still suffering slightly from a cold, she had decided not to go to the church but direct to the Duke and Duchess of Devonshire's house at Carlton-gardens, S.W., where the reception was held. On reaching the house at the time that the wedding was in progress she inspected the wonderful presents there displayed.

The Primate of All Ireland, Dr. D'Arcy, conducted the service with the assistance of the Rev. F. M. Hamilton, chaplain to the Duke of Abercorn, and the Rev. W. P. G. McCormick, vicar of St. Martin's, and the bride promised to obey.

The King passed into the vestry with the Duke of Abercorn, the bridegroom's father, and signed the register.

The King and Queen remained for more than an hour at the reception. They did not mingle with the hundreds of guests there, but received and congratulated the bride and bridegroom in a private room.

**Shower Of Rose-Petals.**

The departure of the bride and bridegroom for Shillingles Park, Chiddingfold, Surrey, which has been lent by the Earl and Countess of Winterton for their honeymoon, was a very charming scene.

As they descended the grand staircase to the hall guests stood on each side and showered rose-petals upon them, and in the hall the little bridesmaids and pages, whom the stooped to kiss, danced about them and strewed their path with rose-petals.

# CLEAN HANDS CAMPAIGN.

More than £250,000 is to be spent in the United States on a campaign to keep American hands and faces clean, and those who will spend it with justice enough, are the soap manufacturers.

Agreement for the educational drive by newspaper and magazine advertising was reached at the annual meeting of the American Soap and Glycerine Producers. Much of the effort will be centred on the schools, where children may be taught the sanitary values of cleanliness while still at an impressionable age.

# GERMANY'S NATIONAL GAS SCHEME.

## USING WASTE PRODUCTS OF THE RUHR.

### PIPELINES TO TOWNS.

Cologne.

A company was recently formed in Essen with a capital of 25,000,000 marks for the purpose of utilising waste products, particularly gas from the Ruhr cookeries, and for this purpose huge pipelines were erected east-west across the Ruhr for collecting the waste gas, whilst from each extremity—that is, at Hamborn and Hamm—supply pipes will be laid to Hamburg, Munich, Dresden, Berlin, Stuttgart, &c.

The first step towards the fulfilment of this scheme was completed in November last year, when the whole of the southern portion of Bochum was supplied with steam heating from the superfluous steam from adjacent collieries. The remainder of the town is now being connected up. Another important step forward is the completion of the line to Hanover and the signing of the contract whereby this town will obtain its gas supply from the Ruhr cookeries. Speaking to the press the Ober-Burgermeister of Hanover said that the town would benefit considerably from this arrangement, and announced a reduction in the price of gas of one pfennig per cubic centimetre as from April next.

Frankfort-on-Main, which, so to speak, lies at the door of the Ruhr, is standing out against the scheme, and has jointly with Cologne purchased coalfields from the Rheinsche Steel Works, which lie on the left bank of the Lower Rhine near Mors, to ensure their own gas supply independent of the ambitious Ruhr scheme, which is fathered by the Coal Cyndicate.

Although there can be no two opinions as to desirability of turning to good use the waste products from the Ruhr mines and smelting works, it is very doubtful if the present scheme, which amounts more or less to a monopoly, will be to the general good, as such a monopoly will be able to control the price of gas throughout the greater part of Germany.

# DIAMOND FIELD DRAMA.

## EX-OFFICER DEAD; FRIEND CHARGED WITH MURDER.

Johnnesburg.

A grim drama is reported to-day from the Graafontein diamond diggings, the scene of death, tragedies, and fortunes.

Capt. R. A. B. Scott, aged 32, formerly of the Indian Cavalry, was found shot dead, and a digger named M. T. Luby, formerly a subaltern of the 12th Lancers in India, has been arrested on a charge of murder.

It appears that the parties had been friendly for some time. Recently Luby's wife complained of her husband's treatment and went to the hut where Capt. and Mrs. Scott lived. Luby twice visited the hut, but did not find her, as she was hidden beneath a bed.

Later he borrowed an automatic pistol and while riding in a lorry he saw Capt. and Mrs. Scott walking home. He offered them a lift.

As he was getting into the lorry Capt. Scott was shot twice and died almost at once. Luby walked away and was arrested after a long search. Mrs. Luby has taken refuge with the police.

Mathew Luby, who is 33, was arrested after a 12-hours search by fifty police, who at length surrounded him. He was in possession of a pistol containing six cartridges out of a total capacity of ten.—*Reuter.*

# WESTMINSTER HALL SCENE.

## MAN ARRESTED AFTER SPEECH FROM A WINDOW.

London, Feb. 10th.

Frederick Ween, of Bermondsey, said to be an unemployed ex-service man, climbed to the roof of Westminster Hall yesterday afternoon and created a scene until he was seized by the police and taken to Cannon-row Police Station. He was accused of disorderly behaviour.

When he was seen mounting a ladder he was at first mistaken for a labourer engaged on repairs. When he reached the roof, however, he began shouting and gesticulating in a frenzied manner. Thereupon the police summoned assistance, made their way to the roof, and the man was brought down still shouting.

After Ween had climbed the ladder, he made his way through the scaffolding around the parapet and thrust his head into a small window, from which he began to harangue Members of Parliament as they passed through the lobby at the end of Westminster Hall into the House. His remarks were not clearly heard, but the name of Major Tyron, Minister of Pensions, was mentioned, and it was understood that he was protesting about his pension.


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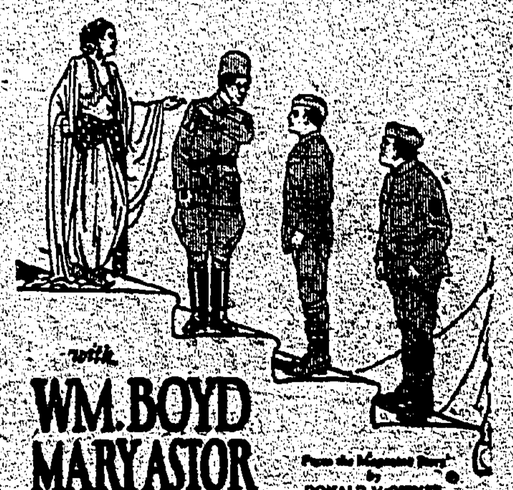

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With

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AT THE STAR FINAL SHOWINGS TO-DAY

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# LONDON'S DRINKS.

## WHITES AND COCKTAILS.

White's have decided to install a cocktail bar.

This is news of some importance in clubland, for not so very long ago a member of the club committee declared in an interview that "clubs with traditions like White's are not in the least likely to establish cocktail bars. The overwhelming feeling of the members is that the club should continue, as it began in 1698—as a club, and not as a combination of bar and glorified eating-house. Many members of the *jeunesse dorée* belong also to places of this latter type, but they use White's as a club and the other clubs as bars."

This was considered to be a subtle dig at a much younger but hardly less exclusive monosyllabic club on the other side of Piccadilly, whose cocktails, served at a bar, have been called the best in London.

White's will open its bar after the annual "spring" cleaning, which takes place late in the summer.

**Claret Revival.**

There is a revival of claret drinking. A famous club not long ago spent £36,000 on wine, and nearly half the amount was invested in first-rate claret.

Now all of this, of course, is to drink at present prices, but it is good to know that among the great wines Chateau Haut Brion, Chateau Margaux, Chateau Latour—1924 and 1926 are considered good years—Pichon Longeville and Leoville Poyferre are admirable in the second string, with recent vintages more than promising.

The cost of clarets on the wine lists of the average expensive restaurants in London (with one or two exceptions) is miserably poor. That is because the vast majority of patrons drink either whisky and soda or lager beer for lunch and champagne for dinner, claret being regarded by many as cheap and nasty. It is neither of these things, though there seems always to be an air of economical gaiety about a bottle of Lafite.


QUEEN'S 7th HEAVEN Coming


(Continued on next Column.)

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# MISSIONARIES RETURNING TO THEIR STATIONS.

## DIFFICULTIES OF RECOMMENCING WORK IN THE INTERIOR.

### VARYING REPORTS OF DAMAGE DONE.

With the definitely traceable feeling that a reaction to Communistic doctrines has set in throughout China, missionaries are beginning gradually to penetrate to inland stations once more. The return to their stations is being held up considerably by consular authorities who either limit the numbers allowed to return to certain districts or refuse altogether to give their permission. On the other hand certain provinces, notably Kueichow and Szechuan, which are reported quiet and peaceable inside, are practically cut off from approach by workers who are not in the field. Communications, however, continue to come to and from these provinces.

The conditions which are found in the stations evacuated last year make interesting recording, but as the situation is a delicate one, the returning mission workers, naturally, wishing to preserve whatever vestiges of amicable relations which remain, available reports are not detailed.

In many instances a pleasant surprise is registered by the missionaries, as regards the state of their evacuated property. One account sent from a western province states that, whereas Chinese Christians had previously reported a wholesale "clearing out" of mission premises by various military factions under no restraining influences, the facts were that certain furnishings remained. Books were undisturbed, although pictures had been lifted from the walls, bedding and pillows made off with and all cutlery and similar removable articles missing. Furniture, if in a bad condition, remained, the report went on to say. When, however, the list of missing articles was pieced together it became difficult to see just what grounds the mission worker who reported with a fair degree of enthusiasm, had for enthusiasm. The explanation, it is thought, lies in the fact that every evidence is being given by the mission workers returning to their fields to reconstruct what they can and regain as much of the lost ground as possible in a patient and peaceable way.

**The Persistent Unions.**

As regards continued occupation of mission properties in various places, a new aspect is shown. A difficulty arises out of the fact that local unions and organizations are in possession of many places and these factions are proving exceedingly difficult to dislodge, far more difficult than the military would have been. The transient military occupants proved destructive, as only a Chinese brigand-soldier can be, but the military commander in charge could be persuaded to suspend operations frequently. Whereas labour unions and similar organizations, being composed of local Chinese inhabitants whose good will it is the missionary's wish to foster, are showing sticking powers worthy of a better cause. Once in, and not belonging to the transient class, the unions are, according to reports, inclined to think they belong.

On the other hand, it has been found by several returning evangelists that peaceable methods can be made to work. Two or three mission workers who made representations to the local authorities for a portion of their old premises were allowed to reinstate themselves in the midst of the Farmer's Union in one place. Gradually one part of the building after another was opened up for them as more workers arrived, and although the method can hardly be said to be a satisfactory one as far as the missionaries themselves are concerned, it is in line with their policy of making the best of things.

**Prospects In the Provinces.**

Certain provinces at the present time emulate the peaceableness of times past, judging from other reports. Chekiang, for example, seems to be entirely opened up for missionaries and almost no traces of anti-foreign or anti-British feeling remain there. Eastern Honan, on the other hand, is in an uncertain state. The bruited spring offensive of the Nationalists is looked upon with the greatest misgivings by missionaries who are concerned with re-entry into Honan stations. Should military activities start up again in any proportions in Honan, the inevitable era of looting troops and brigandage is feared.

The Upper Yangtsze, likewise, offers almost insurmountable difficulties to returning missionaries, and penetration into Szechuan is thought entirely unlikely until Yang Sen is put out of the picture once and for all.

Yunnan mission work is not back to normal by a long way, also. One large missionary organization with hospitals and schools in South China reports that Fukien stations are practically normal there as far as numbers of missionaries are concerned.

Reports from the various provinces, north, south and west, where missionaries have either succeeded in returning to their work or where they have managed to remain are almost unanimous in showing that the reaction against the Communistic phase of Nationalism has set in. That the specious promises of past months have been discredited in nearly all classes of Chinese society, is the general opinion of missionaries when questioned on this subject.—*N.-C. Daily News.*

# CONDITIONS IN KIUKIANG.

## RATS AND FLIES.

### FRIENDLY INTEREST IN FOREIGNERS.

The plague of flies which caused discomfort right up to December disappeared with the cold weather. We now have a plague of rats, attracted by the filth which is allowed to lie about on the foreshore. Nothing is safe from them.

A certain amount of perturbation was caused by the news that there were three cases of smallpox in a Chinese family living next door to one of the houses where there are some foreign children. The disease is not notifiable under the new *régime* and there has been a rush to get the few foreign children who are here revaccinated.

The thought of the disease in an area where foreigners live under such congested conditions is not pleasant. As a rule when foreigners live in the interior they have a large compound surrounded by high walls between which they can lead their own lives in privacy.

Unfortunately when the present houses in the ex-Concession area were constructed it was not contemplated that the time would arrive when they would be situated amidst conditions similar to those obtaining in the interior. The consequence was the gardens were left open to the streets and the compounds are all very small.

**Embarrassing.**

Large crowds now collect and gaze at the foreigners, especially the children playing in the garden and though these crowds are perfectly friendly it is rather uncomfortable. As a matter of fact this spirit of friendliness is one which deserves comment. The civilians here have always been friendly, but even the troops appear to delight in watching the play of the children and in general appear to view the presence of the foreigner in a much more tolerant manner.

The Kiukiang Club is flourishing exceedingly in spite of the recent demand of the Chinese authorities that it should be handed to them on the grounds that it was public property. The rights of property appear to be very vaguely understood in this part of the world.

**Taxes.**

The trade of the province still suffers from the ever-increasing number of taxes which are collected. Since yesterday all the chemists have been shut as a protest against the increase of tax on toilet articles from 47½ to 60 per cent.

The taxes are chiefly on foreign imported goods. The rates vary for certain classes of goods but nearly all have to pay the following rates, in addition to the usual Customs duty:—

2½ per cent. Surtax.
½ per cent. Transit Tax.
Dyke Tax.
Stamp Tax.
Local-Commercial Tax.
Interior Commercial Tax.

The last named is the most onerous, and has been increased since March 1st, by a 20 per cent. Surtax, called the Improvement Tax. This brings the total of the taxes paid to well over 30 per cent. *ad valorem*. It must be supposed that we are having a foretaste of what is going to happen when Tariff Autonomy comes into force next year.

# WEALTHY SHANGHAI KIDNAPPER?

## SAID TO HAVE MURDERED HIS VICTIMS.

### FALLS INTO POLICE TRAP.

Shanghai, March 10th.

A history of crime scarcely paralleled in local court annals was related in the French Mixed Court, when a wealthy Chinese named Li Kuai Wou (*alias* Li Hen Shing), residing at 292, Rue Pere Robert, and owner of two motor cars and two motor cycles, was charged as a kidnapper and murderer of his victims. Plaintiff in the case was Mr. Keh Chin Sung, who is a brother of one of the accused's alleged victims. He was represented by Mr. d'Auxion de Ruffe, and M. E. Nouveau. M. H. Le Gouellec appeared on behalf of the accused.

According to the complaint presented before the Court, accused was the head of a band of kidnappers who, four years ago in Shantung, near Tsinanfu, captured a young railway engineer, named Keh Sih Sung, employed on the Shantung railway and belonging to a well-known Shanghai family. The kidnapped young man was held for ransom. When news of the affair reached Shanghai two brothers of the victim rushed to Shantung to attend to the ransom and get in touch with the bandits. The railway administration offered to pay a ransom, and as the result of this a meeting was arranged between the chief bandit and the two brothers. This meeting took place at midnight in a cemetery near Tsinan. At first the bandit, identified by plaintiff as the accused, demanded $80,000, which amount was later reduced to $15,000. The latter sum was paid and the bandit agreed to release young Keh. Two days later the corpse of the young engineer was found along the tracks of the Shantung Railway. Death appeared to have taken place at least two days before, several revolver wounds being found on the body.

**Clever Police Work.**

As the result of good work on the part of local police three of the bandits in the gang were captured, two of accused's concubines having confessed the names of several of the confederates. The three who were captured were summarily executed by local Shantung authorities.

About a year ago a wealthy sugar merchant by the name of Chen Li Kun was kidnapped in the French Concession and hidden somewhere in Ward Road. The kidnappers got in touch with his family and obtained $8,000 on the promise of releasing Chen. The kidnapped man, however, disappeared completely, and was not heard of again.

According to the complaint, however, a coolie who had been in the service of accused had a disagreement with him and made off with a motor-cycle belonging to accused and in a fit of rage pawned it. Investigations followed and with the assistance of members of Keh's family a trap was arranged to identify accused. The latter was called to the French Police station under a pretext pertaining to his motor-cycle and the brothers Keh identified him. As a result Li was arrested on the charges presented by complainant.

**Accused's House Raided.**

When a raid was made on accused's house in the French Concession a pair of hand-cuffs were found, and it is understood, a large sum of money. From other findings in the case it would appear that accused had a license for carrying fire-arms in both the French Concession and the International Settlement, and that he was amply supplied with all the money he needed. Two motor cars and two motor-cycles were also among his property.

Complainant is one of four brothers, all of whom have been educated in Europe or America, as was the murdered brother.

In yesterday's proceedings counsel for the defence appealed for accused's release on bail, but this was denied.—*N.-C. Daily News.*


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# SHANGHAI'S ARMED ROBBERS.

## EIGHT MEN AND TWO WOMEN.

### CHARGED WITH 51 CRIMES.

Shanghai, March 10th.

In the Provisional Court yesterday, before Judge Hsiung and the Senior Consul's Deputy Mr. Burdett, 10 alleged armed robbers appeared on remand. Among the 10 were two women.

It is interesting to record the number of crimes with which these prisoners are charged.

The first accused Tsen Ah Nyu, is charged with one charge of attempted armed robbery, three charges of armed highway robbery, two charges of murder, two charges of attempted murder and three charges of armed robbery.

The other nine persons are charged with participating in no (*Continued at foot of next column.*)

# HEALTH OF THE COLONY.

## 14 CASES OF NOTIFIABLE DISEASE LAST WEEK.

There were more cases of notifiable disease last week than there have been for some time over a similar period.

Five cases of enteric (4 Chinese, 1 Norwegian were reported, two proving fatal). There were 3 cases of small-pox (2 deaths), three of paratyphoid (Japanese imported), 1 of diphtheria (fatal), 2 of cerebro-spinal fever (1 fatal) and three fatalities from influenza.

less than 40 crimes of a similar nature.

There are 27 complainants, persons who allege that they have been robbed by the accused, and the evidence necessarily has occupied the time of the Court for several hearings.

The case was adjourned until March 20th.—*N.-C. Daily News.*

# REDS AND TRADE UNIONS.

## SUCCESS OF SUPPRESSION POLICY.

### EULOGIES OF SUN YAT SEN.

### CANTON IN MOURNING.

[FROM OUR CHINESE CORRESPONDENT.]

Reports from the districts of Hoifung and Lukfung confirm most of what has been reported of the atrocities of the "Reds." It appears that the situation is now under control thanks to the success of General Chen Tsai Tong, who was charged with the special duty of clearing that territory of the "Reds" and putting down opposition to the present regime.

To facilitate brigandage suppression and reconstructive measures in Kwangtung, the territory will be divided into four sections, each of which will be governed by a military official, who will also supervise the civil administration. The appointment of these four officials will probably be announced to-day and it is understood that General Chen Ming Shu will be appointed to the Southern Section, including the island of Hainan, with Hoihow as his headquarters. The others will probably have Shiukwan, Swatow, and Shiuhing as their headquarters.

### *INJURED INNOCENTS OFF TO NANKING.*

The Central Labour Union in Canton, with which many other smaller unions are affiliated is sending five representatives to Nanking to interview leading officials of the Nationalist Government. The said representatives are taking exception to some of the acts of General Li Tsai Hsin, whose vigorous suppression of trade unionism, has not, quite naturally, met with the approval of the labour leaders, who now declare that "quite a number of unions have never been in any way under Bolshevist influence and that the "white" unions should not be proscribed like the "Red ones." Canton, however, has suffered many things from trade unions and is not likely to care about such distinctions. If a few innocent unions suffer so much the worse for them for mixing in bad company, is the popular verdict.

Under a recent order of the present Administration, not only the labour unions still undissolved, but also Kuomintang clubs throughout the Province of Kwangtung have had to cease their usual activities until they are purged of Bolshevist influence. It is alleged that many Kuomintang clubs in the districts are still in the hands of "Reds." Even the City Kuomintang in Canton has had to suspend functioning until reorganization by a committee of five appointed by the Branch Political Council in Canton. At present two rival factions are trying to get control of the organization.

Mr. Tai Chi Tao, president of the Sun Yat Sen University and a member of the Political Council, arrived in Canton last Sunday, after an absence of several months. His return is being taken as an indication that Canton is returning to normal and that educational work may now continue peacefully.

The Sun Yat Sen University will lead other schools in Canton in observing Arbour Day, to-day and to-morrow, when trees will be planted on the Second Agricultural Experiment Station of the University at Shekpie.

### *ANNIVERSARY OF DR. SUN YAT SEN'S DEATH.*

The vernacular press in Canton was flooded yesterday with reminiscences, eulogies, photographs and hand-writing specimens of the late Dr. Sun Yat Sen. Special articles appeared on his life and his forty years work as a revolutionary, on his San Min Principles, and on his national policy. These lengthy articles in the native newspapers recall practically every outstanding event in Dr. Sun's career. The story of the narrow escape from the hands of the Manchu Minister in London some twenty years ago is related and also how he hid first in one place and then in another to avoid the vengeance of the Manchus.

He was eulogized as the model revolutionary worker. The alliance with Russia, the acceptance of Communists into the Kuomintang, and the work for the farmers and labourers are discussed and reasons given why they had to be abandoned. But "the principles of the Kuomintang once enunciated, remain fixed," states one article, "but their mode of application must necessarily vary. This is the only

(Continued on next Column).

# CORRESPONDENCE.

## THE MOTOR CYCLE RELIABILITY TRIAL.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—The Committee responsible for the recent motor cycle reliability trial is indebted to so many local companies and residents for assistance in the trial that writing personal letters of thanks is almost impossible. Some who took an active interest in the event are unknown to us and in view of these circumstances the Committee is compelled to ask the courtesy of your columns to express sincere thanks to all those who assisted in the organisation and successful running of the trial.

To a number of local companies, the names of which have already appeared in your columns, the Committee expresses its thanks for donations to the award fund and also for facilities they generously provided to lighten considerably the difficult task of marking the course.

The Committee also owes a deep debt of gratitude to the numerous local gentlemen who gave up their time to act as checkers, marshals, observers, etc., to local motorists who placed cars at the Committee's disposal, to the Police Department for its interest and very ready co-operation, to the Press for its sympathetic interest in this first event and to all those who so willingly offered their services and by whose assistance the trial was carried through to a successful conclusion.

The wide publicity which these thanks will receive may convey to the many helpers the Committee's deep appreciation of their services.—Yours, etc.,

H. G. SWINBURNE.
(Trial Secretary).

Hong Kong, March 13th.

---

way to realize the principles of the Party."

All the principal thoroughfares in Canton were decorated with emblems of mourning. From Wing Hon Maloo two gigantic and imposing pictures of Dr. Sun were hung. The portraits were in a frame of white and black-edged cloth and round them were maxims and sayings of the leader. Pailaus were also erected and in addition to the long, blacked-edged paper strips inscribed with the words "In Memoriam the 3rd Anniversary of the Tsungli", which every merchant was required to post in front of his shop, funeral lanterns bearing the same words were seen hanging on every other telephone post in Canton.

### *ADMIRAL BRISTOL TO VISIT CANTON.*

Admiral Mark L. Bristol, Commander-in-Chief of the American Asiatic Squadron, is expected to spend two days in Canton later this month, when part of his fleet will be at Hong Kong. It is possible that some of the American destroyers may also be seen at Canton. The programme has not yet been decided upon, but it will most likely include an official visit to Marshal Li Tsai Hsin.

### *NO MORE "GLORY" WANTED.*

Canton merchants are still pursuing a very cautious business policy. When pressed for a reason they appear to be very dissatisfied with the recent announcement of General Chiang Kai Shek at Nanking that the Northern Expedition was to go on. The merchants are asking: "What is the use of it all?" They have faith, however, in the assurances made by Marshal Li Tsai Hsin and General Chen Ming Shu that they will not again involve Canton in any struggle between rival militarists. The general opinion is that even if General Chiang succeeds in reaching Peking, the only result will be a triangular civil war among Yen Shih Shan of Shansi, Feng Yu Hsiang and Chiang Kai Shek.

Canton is in no financial position to enter into another war. The salaries in some of the Government offices are five months in arrears and in some schools nothing has been paid to the teachers since the end of last year.

### *ARBOUR DAY.*

In preparation for Arbour Day on March 15th public meetings were held yesterday and others will take place to-day at the Sun Yat Sen University and in the hall of the Kuomintang Party Building. School children, officials and the general public were urged to take part and among the speakers were Marshal Li Tsai Hsin. According to Mr. Shen Pan Fei, dean of the Department of Agricultural and Forestry of the Canton people are annually losing $16,000,000 or more owing to bad forestry and wanton felling of trees for firewood without replanting.

On March 15th, many leading officials and prominent merchants will visit Chaipei, not far from Tungshan along the Canton-Kowloon Railway, to plant trees.

# THE "IRONSIDE" REMNANTS.

## CANTON PROTESTS TO NANKING.

### SAYS THEY SHOULD NOT BE EMPLOYED.

### COMMUNIST APPLICATIONS.

[FROM OUR CHINESE CORRESPONDENT.]

A manifesto setting forth in unequivocal terms reasons why those in charge of the Northern Punitive Military Expedition should not employ the remnants of the forces under Generals Chang Fat Fui and Wong Kei Cheung (the "Ironsides") has been issued in the name of the Liang Kwang Provinces. The declaration was addressed to the Central Executive Committee of the Kuomintang at Nanking and was signed by the following members of the Canton Branch of the Political Council and of the Liang Kwang Provincial Governments:—Marshal Li Tsai Hsin; Generals Wong Shiu Hung, Fan Shek Shang, Chen Ming Shu and Tang Yin Wa; Lieutenant-General Chiang Kwang Nai; Divisional-Commanders Chen Tsai Tong, Hsu King Tong, Tsai Ting Kai, Wong Tsik Shing, Wong Gook Chu, Wu Ting Yang, Lu Fun Im and Liu Yat Fook.

The manifesto first calls attention to the intrigues of Chang Fat Fui and Wong Kei Cheung who, "in collusion with the Communists," prompted the "insurrection" of Ho Lung and Ip Ting about a year ago in Central China. In the ensuing battle the latter were defeated and retreated into Fukien and North-eastern Kwangtung. This gave Chang and Wong their opportunity to return to Kwangtung, ostensibly to destroy the "defeated" Ho-Ip remnants, but in reality to control and exploit the province to their own advantage. An indication of their object was given by the return route which they took. Instead of going to Fukien and Eastern Kwangtung where the rebel troops of Ho-Ip were concentrated they approached Canton by Shiukwan and the Canton-Hankow Railway.

When Chang and Wong had firmly established themselves in Canton, adds the manifesto, Wang Ching Wei, Chen Kung Bok and other tools of the Chinese Communist Party were invited to join the Government. These people set one class against another and caused discord, hatred and animosity between the labourers and the merchants, culminating in the Communist uprising in Canton on December 11th last when thousands of shops and houses were looted and burned and thousands of innocent people were killed in cold blood.

Such being their deeds, states the declaration, the Central Executive Committee of the Kuomintang at Nanking should acquiesce in the people's wish and place Chang and Wong under arrest. The remnants of their army which had escaped from Kwangtung and marched North to offer their services in the campaign against the Northern militarists could only amount to a few thousand men very poorly equipped. They should not have been accepted without being thoroughly reorganised. The turbulent spirits should have been sifted out and punished. At present they besmirch the good name of the Nationalists.

The manifesto carefully refrains from indicting any one at Nanking. But it is an indirect attack on Chiang Kai Shek, who had been instrumental in taking the remnants of the "Ironsides" for the Northern Expedition against Peking in spite of the warnings and protests from Canton.

The manifesto concludes with the necessity for constructive work in Kwangtung and elsewhere. The annihilation of the Communists, the suppression of banditry, assistance for people in distress, afforestation, the construction of public highways, and the opening of factories are some of the constructive works which, according to the manifesto, are to be undertaken by the present Canton regime.

# TRAM COMPANY'S EXPERIMENT.

## TO PREVENT OVER-CROWDING.

### OPEN CARS TO GO SOON.

An experiment to check overcrowding was launched by the Hong Kong Tramways Company yesterday. On car No. 34, two small iron gates were built on each side of the first class platforms to take the place of the chains which are used on other cars.

Mr. L. C. F. Bellamy, General Manager of the Company, when interviewed by a *Daily Press* representative, said that he is experimenting with car No. 34 and if they proved a success, he would have similar gates put on all cars.

He said that the first class compartments, both on the bottom and top decks, are arranged in such a way that there was no proper standing room and that anyone who did stand was a source of great inconvenience to the other passengers. The Company had always done their best to prevent standing on top decks, but in spite of their notices, the public did not always co-operate.

In order to prevent people from boarding a car whose seats are filled, these gates are now brought into use. The gate will be closed as soon as all the seats are filled, and people would thus be prevented from boarding. A chain did not prevent people from getting on because they could easily get under or step over it. These gates are strongly built and anyone attempting to climb over would need very long legs.

When asked whether the open cars would remain in use much longer, Mr. Bellamy told our representative that there are at present only thirty cars of that type on the run. Workmen are busily engaged in converting these cars into the closed ones which the general public had found very much more comfortable particularly on a rainy day. The work will take a few months to complete but it was proposed entirely to abolish the open cars.

**Buses To Aberdeen Before Long.**

The scheme of running buses to Aberdeen is still pending, said Mr. Bellamy. Governmental sanction has not yet been obtained and until such permission is given, he could not say how many buses the Company would bring into operation.

# MONEYLENDERS AT LAW.

## THE POWER TO PAY.

### CONFLICTING TALES AT THE SUMMARY COURT.

A Hong Kong Hotel barber had borrowed money from an Indian without apparently much prospect of paying it back. The barber offered to pay about $3 a month, while the money lender thought that $20 was nearer the amount that should be paid. Mr. Justice Wood in the Summary Court split the difference and made an order for payment of $12 a month.

Another registered money lender said he had lent $200 to the two defendants, who were motor-car owners. The money had been lent in July, but up to the present he had not received a cent for it. The first defendant had a very different story to tell. He did not borrow the money at all, it was borrowed by a woman, but he signed the note as the plaintiff said he would not have the signature of a woman on a document.

He further said that the amount received was only $100 upon which he had paid interest up to the end of the year. When he signed the note in July the paper was blank, but the plaintiff had filled in the wording by December when he said he was going to sue. He offered to pay $100 and interest from the beginning of the year.

The second defendant also maintained that he was introduced to the plaintiff by the woman on behalf of whom the note was signed, but as the money lender denied ever having seen her or having had any dealings with her, there was some difficulty in reconciling these stories.

# STELLA DALLAS.

## A FINE FILM AT THE WORLD.

### BELLE BENNETT'S TRIUMPH.

[BY OUR FILM CRITIC.]

The name of Belle Bennett is not well known but she is an actress of really remarkable talent. As Stella Dallas she has to play a part which is not only difficult but calls for considerable self-sacrifice, and she makes of Stella a character which will live in your memory long after the rest of the picture has been forgotten. Stella Dallas is a very lovely girl of lowly origin with an ambition "to marry a gentleman." She entangles Stephen Dallas (Ronald Coleman) and then her natural vulgarity and lack of education cause disaster. Lovely blowsy Stella is bored by her husband but she loves her child Laurel, and when he suggests a separation and allows her to keep the baby she is only too glad.

From now on Miss Bennett begins to act, and, picture by picture, to draw your sympathy away from the handsome hero to herself getting farther, more blowsy, and more vulgar every year. For Stella loves her child with a tenacity and self-sacrificing spirit which more than compensate for her lack of vision; and when at last she consents to a divorce in order that Laurel may have a chance socially, she rises to real heights. Lovely Alice Joyce plays Helen Morrison, the second Mrs. Dallas; but in the interview between the two women, it is to fat, vulgar, Stella in her outrageous clothes that you are drawn, not to the perfectly gowned Helen.

The love between mother and child and the understanding which holds them together and yet makes them so pitifully apart is excellently worked out, and Miss Lois Moran, who certainly has a future before her, plays the part of Laurel beautifully.

We enjoyed "Stella Dallas" because although not a new film it has a quality of veracity which very many pictures lack. Though the story in every detail may not perhaps be convincing the emotion rings true and that is where so many films fail. "Stella Dallas" is an unusually fine film which we very much recommend. It starts directly after the overture.

# LAICHIKOK MURDER.

## INDIAN WATCHMAN CHARGED.

### FORMAL EVIDENCE TAKEN YESTERDAY.

The case in which Sandogar Singh, formerly a watchman at the Standard Oil Installation at Laichikok, is charged with the murder of a fellow watchman named Jeta Singh, was again before Mr. W. Schofield at the Kowloon Magistracy.

The accused is being represented by Mr. K. S. Chowdhury, and the case for the prosecution is being conducted by Mr. T. S. Whyte-Smith.

The accused, it will be remembered, was alleged to have inflicted the fatal wounds with a chopper. The prosecution allege that both men had been drinking and that while they were carousing together they were on the best of terms. Apparently this friendly feeling turned into enmity after the debauch. The crime is alleged to have happened on February 18th at 9 p.m.

Evidence given at yesterday's proceedings was of a formal nature. Mr. C. Lamb of the P.W.D. deposed to the various plans he had made of the locality and also to the furniture contained in the quarters occupied by the defendant and the murdered man.

A Chinese interpreter also gave evidence regarding the various shops adjacent to the watchmen's quarters whose owners appear as witnesses. The case was again adjourned.

# A FIGHT AFTER MOTOR COLLISION.

## INDIAN GETS THE WORST OF IT.

A Chinese chauffeur and an Indian who resorted to blows when they failed to settle the question of damages arising out of a motor collision in the parking place at Hill Road appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday to answer for their conduct.

The Indian came to Court with a bloodstained handkerchief round his head and with his face still bearing streaks of congealed blood.

After hearing the evidence, both men were bound over in personal bonds of $25 for their future good behaviour. The Indian had in addition to pay a fine of $5 as the Magistrate thought he was the aggressor.


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*PRODUCES*

CLEAR-CUT, BEAUTIFUL LETTERS

STANDARD KEYBOARD

PRICE: $145.00

10% DISCOUNT FOR CASH

QUIET, ACCURATE, QUICK.

THE LATEST MODEL WITH THE TWO COLOUR FINISH HAS JUST ARRIVED.

A postcard or phone message to C. 4567 will bring one to you.

LANE, CRAWFORD, LTD.

AND KEDUNG.

The Viva-tonal Columbia

*LIKE LIFE ITSELF*

NEW CABINET AND CONSOLE MODELS RECEIVED

THE ANDERSON MUSIC CO., LTD.

ICE HOUSE ST. TEL. C. 1322.

THE NAVY'S CHOICE

Coates ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

Bringing Your Writing Up-to-date

5000 B.C. The cave man chipped crude symbols with stone and mallett.

100 A.D. The ancient Greeks had learned the use of the stylus.

1492 A.D. When Columbus discovered America, the Indians used sharp flints.

1590 A.D. The ancient monks recorded upon parchment with stick and crude ink.

1776 A.D. The gallant beau of the 18th century wrote to the accompaniment of his squeaking quill.

1928 A.D. TO-DAY WE "PUT IT ON PAPER" WITH THE "EVERSHARP"—THE FINEST PENCIL OBTAINABLE IN THE WRITING FIELD.

YOUR SIGNATURE IS YOU ON PAPER.

GET YOUR "EVERSHARP" TO-DAY.

KELLY & WALSH, LTD.

*The Bookshop* *Chater Road*

# NEW ADVERTISEMENTS.

**NOTICE.**

PASSPORTS BETWEEN JAPAN AND DENMARK.

IT IS NOTIFIED that visé of passports between JAPAN and DENMARK is now unnecessary

ROYAL DANISH CONSULATE,
Hong Kong.
March, 1st, 1928. [6001

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

NIGHT LETTER TELEGRAMS.

COMMENCING, 14TH MARCH, NIGHT LETTER TELEGRAMS (NLT) will be accepted *via* Pacific for the undermentioned Places at the following Rates:—

| | Minimum 20 Words. | Each Additional Word. |
|---|---|---|
| Manila | $2.00 | .10 |
| San Francisco, Oakland, Alameda, Berkeley, Piedmont and Emeryville | $10.80 | .54 |
| California (except San Francisco, etc., as above), Arizona, Idaho, Nevada, Oregon, Utah and Washington State | $11.60 | .58 |
| Colorado, North and South Dakota, Kansas, Montana, Nebraska, New Mexico, Wyoming and British Columbia 1st Zone | $12.20 | .61 |
| Alabama, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Ohio, Oklahoma, Tennessee, Texas, Wisconsin and Arkansas | $12 60 | .63 |
| New York, New Jersey, Delaware, Florida, Georgia, Connecticut, New Hampshire, Massachusetts, Pennsylvania, Rhode Island, Vermont, Virginia, Maine | $13.00 | .65 |
| Alberta, Saskatchewan and Manitoba | $12.60 | .63 |
| Ontario, Nova Scotia, New Brunswick and Quebec | $13.00 | .65 |
| Newfoundland | $13.80 | .69 |

These Telegrams will be accepted under the following conditions:—

1. Minimum delay in delivery 48 hours.
2. Messages are to be written in plain English or plain Spanish and the other conditions of acceptance are the same as for DEFERRED Telegrams.
3. The Indication NLT is to be written before the Address and charged for as One Word.
4. Further Details on application.

E. A. LEGGATT,
Superintendent.
Hong Kong, 14th March, 1928.
[6002

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

HONG KONG STATION.

NIGHT LETTER TELEGRAMS.

COMMENCING 14TH of MARCH, NIGHT LETTER TELEGRAMS (NLT) will be accepted *via* Pacific for the undermentioned places at the following Rates:—

| | Minimum 20 Words. | Each Additional Word. |
|---|---|---|
| Manila | $2.00 | .10 |
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| California (except San Francisco, etc., as above) Arizona, Idaho, Nevada, Oregon, Utah and Washington State | $11.60 | .58 |
| Colorado, North and South Dakota, Kansas, Montana, Nebraska, New Mexico, Wyoming and British Columbia 1st Zone | $12.20 | .61 |
| Alabama, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Ohio, Oklahoma, Tennessee Texas, Wisconsin and Arkansas | $12.60 | .63 |
| New York, New Jersey, Delaware Florida, Georgia, Connecticut, New Hampshire, Massachusetts, Pennsylvania, Rhode Island, Vermont, Virginia, Maine | $13.00 | .65 |
| Alberta, Saskatchewan and Manitoba | $12.60 | .63 |
| Ontario, Nova Scotia, New Brunswick and Quebec | $13 00 | .65 |
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3. The Indication NLT is to be written before the Address and charged for as One Word.
4. Further Details on application.

E. JESSEN,
Superintendent.
Hong Kong, 14th March, 1928.
[6003

# NEW ADVERTISEMENTS.

VICTORIA RECREATION CLUB.

THE GENERAL MEETING of the VICTORIA RECREATION CLUB will take place in the V.R.C. at 6 P.M. on TUESDAY, the 20TH MARCH, 1928.

C. J. COOKE,
Hon. Secretary.
VICTORIA RECREATION CLUB.
[6000

THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that The THIRTY-NINTH ORDINARY GENERAL MEETING will be held at the Company's Offices, P & O. BUILDING, on FRIDAY, 16TH MARCH, 1928, at 12 Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st DECEMBER, 1927, and electing Directors and Auditors.

The REGISTER of MEMBERS of the Company will be CLOSED from 3RD MARCH, 1928, to 16TH MARCH, 1928, Both Days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 24th Feb., 1928. [5924

NOTICE.

THE HONG KONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 3, QUEEN'S BUILDINGS, Hong Kong, on TUESDAY, 20TH MARCH, 1928, at NOON, for consideration of the Directors' Report and Statement of Accounts for the Year ending 31st DECEMBER, 1927.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 14TH to 20TH MARCH, 1928, (Both Days inclusive).

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hong Kong, 6th Mar., 1928. [5976

GREEN ISLAND CEMENT CO., LIMITED.

THE 39TH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, ST. GEORGE'S BUILDING, CHATER ROAD, Victoria, Hong Kong, on WEDNESDAY, the 21ST Day of MARCH, 1928, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended 31st DECEMBER, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 13TH MARCH, 1928, until WEDNESDAY, the 21ST MARCH, 1928, Both Days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, 1st March, 1928. [5943

FANLING HUNT STEEPLECHASES.

EASTER MEETING:
SATURDAY, 31ST MARCH, 1928.

DRAFT PROGRAMMES AND ENTRY FORMS for the EASTER MEETING to be held on SATURDAY, 31ST MARCH, may be obtained from DR. F. PIERUE-GROVE, ALEXANDRA BUILDINGS.

ENTRIES CLOSE Before NOON, WEDNESDAY, 20TH MARCH, 1928.
[5992

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on MONDAY, the 26TH MARCH, 1928, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended the 31st DECEMBER, 1927.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12TH to the 26TH MARCH, 1928, Both Days inclusive.

JARDINE, MATHESON & CO., LTD.
General Managers,
THE HONG KONG FIRE INSURANCE CO., LTD.
Hong Kong, 5th Mar., 1928. [5983

BUSINESS OPPORTUNITIES.

WHEN in SWATOW, Call on HWA IAH & CO., Office: No. 16, WHAI AN STREET, KWANG CHIK DISPENSARY. We are Wholesale Importers, Commission Agents, Representatives, Interpreters, etc. If unable to Call, Send Samples and Catalogues with Prices.—Always ready to help. This will save you Time, Expense and Trouble in Discovering Sources of Good Business. Good References given.
[5969

# INTIMATIONS.

THE HONG KONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that An EXTRAORDINARY GENERAL MEETING of the Company will be held at P. & O. BUILDING, Victoria, in the Colony of Hong Kong, at 12.10 o'CLOCK in the AFTERNOON on FRIDAY, the 16TH DAY of MARCH, 1928, for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution:—

"That the Capital of the Company be increased from its present Capital of $3,000,000 (Hong Kong Currency) divided into 300,000 Shares of $10 Each to $6,000,000 (Hong Kong Currency) divided into 600,000 Shares of $10 Each and that such Additional Shares shall rank in all respects *pari passu* with the Original Capital of the Company."

AND NOTICE IS HEREBY FURTHER GIVEN that A Further EXTRAORDINARY GENERAL MEETING of the Company will be held at the Same Place at 12.30 O'clock in the AFTERNOON on MONDAY, the SECOND DAY of APRIL, 1928, for the purpose of considering and, if thought fit, confirming the above Resolution as a Special Resolution.

AND NOTICE IS HEREBY FURTHER GIVEN that a further EXTRAORDINARY GENERAL MEETING of the Company will be held at the Same Place on MONDAY, the SECOND DAY of APRIL, 1928, at 12.40 o'CLOCK in the AFTERNOON or so soon thereafter as the above Meeting shall have terminated, for the purpose of considering and, if thought fit, passing the following Resolutions, namely:—

1.—"That the Directors be, and they are hereby authorised, to capitalise the Sum of $1,500,000 Profits of the Company standing to the Credit of the Company's Reserve Fund and to allot to the Members holding Shares of the Company as on 1st Day of JULY, 1928, in respect of the Net Amount capitalised Fully Paid Shares of the Company of equivalent nominal value in the Proportion of One Share for Every Two Shares of the Company then held by such Persons respectively and that such Shares so allotted shall rank for Dividends as from the 1st Day of JULY, 1928."

2.—"That if, on such Distribution as aforesaid, any Person would be entitled to a Fraction of a Share, the Directors shall, in lieu of issuing Fractional Certificates, cause the Whole Share to be allotted to a Person or Persons to be named by the Directors and such Share may, at such Time as the Directors think fit, be sold and the Proceeds distributed amongst the Person entitled to the Fractions making up the Share."

Dated the 3rd day of March, 1928.

By Order of the Board,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
[5975

HONG KONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 17TH MARCH, 1928, Commencing at 2 P.M. The First Bell will be Rung at 1.30 P.M.

The Charge for Admission to the Public Enclosure will be $1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform: Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5.00 Each Up to FRIDAY, 16TH MARCH, 1928.

The Charge for Admission for Ladies to the Members' Enclosure will be $2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the Precincts of the HONG KONG JOCKEY CLUB during the Race Meetings.
[5993

"THE SAN-FAN" CIRCUS.

"SAN-FAN" CIRCUS, having returned from AMERICA, are Giving SHOWS at the PRAYA EAST RECLAMATION AREA.

Expert European Bandsmen and Dancing Girls have been employed.

PRICES:

| | |
|---|---|
| 1ST CLASS | $1.00 |
| 2ND " | $0.60 |
| GALLERY SEATS | $0.30 |

TIME TABLE.

NIGHTLY SHOWS
8.00 P.M. to 11.00 P.M.

MATINEES
2.00 P.M. to 5.00 P.M.
Every Saturday and Sunday, and other General Holidays.
[5759

TO LET.—No. 2, NORTH POINT VIEW, Modern BUNGALOW in Good Repair. For particulars, Apply to MESSRS. DEACONS, No. 1, DES VOEUX ROAD CENTRAL. [5815

# INTIMATIONS.

G. R.

1928-1929.

SEALED TENDERS will be Received at the R.N. HOSPITAL, until 10 A.M. on the 21ST MARCH, 1928, from Persons desirous of SUPPLYING Beef, Mutton, Fowls, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice, and other Provisions and Necessaries for the Year ending 31ST MARCH, 1929.

Printed Forms of Tender and further Particulars can be obtained at the R.N. HOSPITAL.

The Right to reject the Lowest or any Tender is reserved.

H. J. CHATER,
Surgeon Capt., R.N.
R.N. Hospital, Hong Kong,
12th March, 1928. [5996

FOR SALE.

THREE SECOND HAND STEEL ROPES, Length about 5,000 Feet.—Apply to PEAK TRAMWAYS COMPANY, LTD., ALEXANDRA BUILDINGS. [6933

TO LET.

A FLAT in HUMPHREYS BUILDINGS, KOWLOON.—Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDINGS. [5617

TAKE THIS OPPORTUNITY Now of Learning the YALE BLUES, from the MISSES AILEEN AND DORIS WOODS Before their Departure from this Colony in May! It is THE DANCE OF THE SEASON, and should be learnt from these EXPERT TEACHERS and DEMONSTRATORS. Private Lessons Daily. Studio: 3, BRACONSFIELD ARCADE. TEL. C. 3123. [5991

ARE YOU SICK? Why not get well in Nature's way. POO ON HERBS have cured thousands. Why not you. Constipation—Eczema—Lung trouble—Rheumatism Dropsy—Diabetes—and Many other diseases—No Drugs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MARCH 14TH, 1928.

## AIR ROUTES TO THE EAST.

THE Air Estimates for the forthcoming year, which Sir SAMUEL HOARE introduced on Monday to the House of Commons, show that big plans are afoot to establish British predominance in the air routes to the East. It is well that we should bestir ourselves while the opportunity is open for there are keen rivals in the field. The Dutch are planning a service to their colonies *viâ* Singapore and the Soviet Republic aims at a Trans-Siberian route to link up with Japan. France, one of the most advanced countries in the world aeronautically, has big interests in the Far East, and the French have a habit of preparing quietly and then acting with extreme rapidity. Sir SAMUEL HOARE stated that the immediate problem which the Air Ministry were trying to solve was the vital matter of quicker communications to give the British Empire a physical unity that it had never before possessed.

A statement made last week end by the Technical Adviser to the Civil Aviation Department of the Air Ministry was to the effect that the immediate objective is a route to Calcutta and Delhi *viâ* the Persian Gulf. This, it is thought, will be followed by a second itinerary *viâ* Moscow and Teheran. At present there is a hitch in the negotiations with the Persian Government, but this, it is hoped, will shortly be cleared up. In any case the Ministry hopes to inaugurate before the end of the year a weekly mail service to and from India by aeroplane taking seven days to Delhi and nine to Calcutta. Calcutta is evidently designed to be a grand junction for further services to Australia *viâ* the East Indies and to Hong Kong *viâ* Mandalay. From Hong Kong it is hoped later to push on to Canton, Shanghai and Japan.

The Air Secretary made the welcome announcement that two huge airships will be completed this year. They have taken three years to build and immense care has been lavished on their construction. They are in a sense pioneer ships and neither effort nor patience has been spared in embodying the results of both practical and theoretical knowledge. The Air Secretary emphasises the advantages of the airship over the heavier-than-air machine, especially in placing aviation upon a paying footing. For long distances the airship should have big advantages over the lighter machine comparable to that of a train over motor transport.

The Technical Adviser's reference to Hong Kong and Sir CECIL CLEMENTI's speech to the Canton General Chamber of Commerce suggest that the possibilities of aviation in China are fully realised by the British Government. On the other hand the limitations of an air service cannot be overlooked.

A glance at our shipping page with its daily record of freightage for this port, and for ports beyond, suggests that aviation will not, within this generation, rival ocean borne traffic as motor transport has challenged railways. The passenger lists tell the same story and as trade and travel between the East and the West are on the increase it will be a long time before the airship will be in any way a competitor. Even at Home the activities of Croydon Air Port are not causing anxiety at Newhaven, Dover and Folkestone.

# INTIMATIONS.

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NEVER
VARIES!

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Aviation may perhaps be compared in the machinery of economics to the lubricating oil that enables an engine to do its work smoothly, silently and efficiently. The quicker despatch of mails which means, of course, plans, contracts, reports and all the documentary department of commerce and industry, will in time be supplemented by the air transport of samples, specimens and even goods of small bulk.

Equally a limited passenger service is probably all that will be required for the next quarter of a century—though to guess so far ahead is dangerous. While it may be of vital necessity to rush an expert to the scene of an alleged mineral find, or to settle a grave industrial crisis, the shipping service is quite quick enough for the ordinary purposes of business, and far more enjoyable than the cramped quarters of air craft.

While Hong Kong will always be primarily a great deep sea port it has also very considerable possibilities as an air port. It will be a leading place of call on the route to Japan, and as HIS EXCELLENCY THE GOVERNOR pointed out the absence of good roads and railways should leave a big field open for aviation services in China.

Three Chinese cases of small-pox were reported from Kowloon on Monday.

The annual inspection of the St. John Ambulance Brigade by H.E. the Governor which had to be postponed last week has now been fixed for Friday at 5.15 p.m. on Murray Parade ground.

A Chinese married woman, twenty-six years of age, of No. 72, Stanton Street, was found hanging in her cubicle on Monday. The body was removed to the public mortuary. According to the police, it is believed to be a case of suicide.

Two men and a woman were detained by the police for investigation following a raid carried out by Detective Sergeant Whelan at No. 7, Cross Street, where he found certain papers believed to be connected with an unlawful society.

The committee and members of the Chinese Chamber of Commerce are giving a farewell dinner to the Hon. Mr. D. C. M. Bernard, head of the local office of Messrs. Jardine, Matheson & Co., on Wednesday, March 21st, at the Chinese Merchants' Club, China Building.

Several police officers and their families are leaving for Home on Saturday by the s.s. *Kashmir*. Among them are Sub-Inspector E. A. Vincent (finger-print department) and family, Mrs. L. H. V. Booth, wife of Mr. L. H. V. Booth, A.S.P., Mrs. K. W. Andrew, wife of Sub-Inspector Andrew and family, and Traffic Sergeant F. J. Clarke (No. 7 Station).

Forthcoming weddings announced include those of Capt. W. Lumsden, of the s.s. *Suiyang*, to Miss J. McKelvie, Dundee, Scotland, *en route* to Hong Kong on board the s.s. *Morea*; Mr. H. H. dos Remedios, assistant to Messrs. H. Rutton-jee & Son, to Miss L. M. N. de Jesus, No. 1, The Albany, Hong Kong; and Mr. A. S. da Rozn, clerk, Chartered Bank, to Miss A. A. Lee Loureiro, Kowloon.

Yesterday evening's concert at the "Cheer O" Y.M.C.A. proved a very great success the room being crowded and the admirable programme gave the very greatest pleasure, a large number of encores being demanded. The performers were old friends of the soldiers and sailors and all were in first class form. The following ladies and gentlemen took part:—The Misses Aileen and Doris Woods, Mrs. W. R. Fleming, Mr. G. W. C. Burnett, Messrs. Cusack, F. Danenberg, L. Silva, G. Pearson and A. Remedios, the Haiwaian instrumentalists. A whist drive is being held in the same place this evening at 7 p.m. and to-morrow there is a dance starting at 7.20 p.m.

## TRESPASSING ON SCHOOL LAND.

A LEGAL KNOT IN THE KOWLOON COURT.

Three Chinese appeared before Mr. W. Schofield at the Kowloon Magistracy yesterday on a charge of unlawfully trespassing on land being vested in or under the control of the Rev. W. T. Featherstone, namely the Diocesan Boys' School.

After looking up the section of the Ordinance, his Worship said it referred to every officer invested with or performing duties of a public nature, whether under the immediate control of the Governor or not.

Sub-Inspector Dick replied that the charge was brought under the latter part of the definition.

His Worship: I am very doubtful about it. I think I should like to take advice about it.

Sub-Inspector Dick: He (Mr. Featherstone) can possibly take civil action?

His Worship: Of course he can take civil action if any damage was done.

Sub-Inspector Dick: There must be damage done for a civil action?

His Worship: Yes.

The case was adjourned till to-morrow morning.

# QUARRY BAY EXPLOSION.

ONE PERSON KILLED: 10 INJURED.

BOILER "BLOWS UP."

The residents of Saiwanho were startled yesterday morning by the sound of a big explosion, which occurred in the premises of the Ling Wan Mow Oil Factory. The cause of this explosion was the blowing-up of a big boiler, over ten feet high, at 10.30 a.m.

The factory had been specially designed and strengthened to meet the possibility of such an accident, but the strongest walls were unable to resist the explosion's violence.

The top of the boiler was blown clean through the six-inch concrete roof above it, while a cockloft within the building was blown to splinters and an eighteen inch wall was knocked down.

The road and premises of the factory were strewn with blocks of concrete, bricks and other *débris*, while within the factory was a scene of chaos.

The steam boiler was used to provide steam for baking ground nuts before grinding them for oil and for steaming large quantities of rice before being ground to flour. The boiler was under the charge of a Chinese engineer and had been in regular use in the factory for some years. The remaining machinery of the factory was run by electricity.

The extensive damage done to the building is sufficient evidence of the violence of the explosion but, in the opinion of the owner, if it had not been for special precautions in design the entire factory would have been demolished.

Police and ambulances were quickly at the scene of the accident, and the gates of the factory were immediately closed on the crowd of eager spectators who quickly collected.

LATER.

Of those injured one died later in the day.

## GEN. HORVATH'S SON.

IMPRISONED IN PEKING.

PATHETIC APPEAL IN SMUGGLED NOTE.

PEKING, March 1st.

Leonid Horvath, eighteen-year-old son of General Horath, leader of the White Russians in China, is in a Chinese military prison in Peking, held *incommunicado*, charged with Communism.

Only through a smuggled note were his parents notified of his plight yesterday, and his mother is in a state of collapse as a result.

Young Horvath, carrying regulation passports, was taken prisoner in the Western Hills beyond Mentoukou about a week ago, and brought into Peking secretly. At the time of his arrest by Anhuchim soldiers he was reported by his parents to be engaged in his business of buying nuts from surrounding farmers.

First indication of his plight and the possibility of his being shot as a spy, was a scrawled note which reached the ex-Austrian Legation through the medium of a Chinese runner.

Steps at once were taken to try and effect his release, but in the absence of General Wang Chi, head of the gendarmes, and a personal friend of General Horvath, no success had attended this effort up to press time last night. Inquirers were able to ascertain that the boy had been given only coffee and water during the term of his incarceration, and had been told he would be executed if his documents were proved fake.

Overwhelming evidence is available, however, that the boy is perfectly innocent of any crime, especially that of espionage on behalf of Communists. Moreover, his papers are declared to be in perfect order, and before they were issued his high personal character was vouched for by responsible persons here of other nationalities.

Overtures have been made to Lo Wen Kan, Chinese Foreign Minister, to have the prisoner set free without loss of time, and to discipline those responsible for the arrest.

The note received by General Hervath from his son yesterday reads in part as follows:

"Dear Father,—Am in prison under charge of being Communist. They maintain that the passport issued by Lu Fu Djao is not in order. If they refuse to accept the passport as good I shall probably be shot. I am not allowed to speak over the telephone nor write any letters. Have been in prison three days. Help me.

LEONID."

Investigations also shows that the prison guards refused to allow the boy to communicate with anybody outside, and had it not been for the note it is feared his plight would have been very serious. But belief is held that a quick release will be effected.—*North China Standard*.

# AMOY CHINESE SEEKING TO SPREAD ANTI-JAPANESE BOYCOTT.

### RESOLUTIONS ADOPTED.

### HOSTILITIES IN THE NORTH RESUMED.
### VIEWS OF FENGTIENESE LEADERS.

## NANKING NATIONALISTS AND THE SUN YAT SEN ANNIVERSARY.

The population of Amoy, or a goodly portion of it, still appears to be determined to carry out the threatened anti-Japanese boycott of Japanese commodities. Resolutions have been adopted and a desire has been expressed to extend the boycott throughout Fukien province.

The campaign in the North has been resumed in earnest, hostilities being reported as having occurred in the Kiu-Han railway area. Both North and South appear to be eager for the fray and, what is even stranger, both are sanguine of success.

As in other parts of China, the third anniversary of the death of Sun Ya Sen has just been celebrated at Nanking, where some of the speakers seem to have taken the opportunity, while praising the late Dr. Sun, to denounce "imperialistic foreigners" and "unequal treaties."

### THE FENGTIENESE IN NORTHERN SHANSI.

*(Wah Tsz Yat Pao.)*

SHANGHAI, March 13th.

According to a report from Taiyuanfu, the Fengtienese are busily preparing for action against Shansi at Shekchiacheong.

**Northern Generals Going To Peking.**

Generals Chang Haueh Liang and Yang Yu Ting have returned to Paotingfu from the front. They are proceeding to Peking.

According to their report, the Fengtienese are stationed at Shanyam, northern Shansi, and will soon launch an attack on the Ngunmun Pass, while General Tang Lu Lun will proceed to the front to direct operations.

### THE SUN YAT SEN ANNIVERSARY.

*(Wah Tsz Yat Pao.)*

SHANGHAI, March 13th.

The 3rd Anniversary of Sun Yat Sen's death was very generally observed in Nanking, Shanghai and Hankow yesterday. At a big official gathering at the Recreation Ground, Nanking, Mr. Yu Yao Jen, one of the C.E.C. Executive members, delivered a speech proving the veracity of Sun Yat Sen's will. He said that when Dr. Sun was very gravely ill the will was prepared and approved by a number of Kuomintang leaders including Wang Ching Wei, Wu Chie Fei, Li Shch Chang, Eugene Chen, Li Tai Chao and he himself, before it was handed over to Dr. Sun for his final approval and signature. Therefore the will should be respected by the Kuomintang members.

Marshal Chiang Kai Shek and General Tan Yen Kai, who presided at the meeting, spoke in turn. Mrs. Liao Chung Kai, an Executive member of the Leftist faction, delivered a speech emphasising that the Chinese population was on the decrease because it was driven to hunger and exposed to cold entirely owing to the oppression of the foreign Imperialists by means of "unequal treaties," the abolition of which was the consistent policy of the Kuomintang.

### MARSHAL WU PEI FU.

#### ABSORBED IN BUDDHISTIC CONTEMPLATION.

#### A NEW VIEW ON HEROES.

PEKING, March 1st.

The latest militarist recruit to the banner of Buddhism is Marshal Wu Pei Fu, according to despatches from Ta Tso, Szechuan, where the former warlord of the Chihli is living by sufferance of the Szechuan leaders.

Wu has lost much of his former impetuousity and is a changed man. He rises early, and after the usual morning exercise, he studies Buddhist scriptures. He particularly cherishes a miniature gold Buddha, a gift from the Tibetan spiritual dignitary, which he always carries on his breast.

He is so absorbed in the teaching of Buddha that after a few minutes conversation with his visitor he closes his eyes and loses himself in the contemplation of Buddhist scriptures. When asked for his political views, he fetches a sigh and says: "What are regarded as heroes of to-day are simply those men who are paying in this world for the sins of their former life. I shall be satisfied if I can receive my retributions in this life."

Marshal Wu makes his headquarters at a place about two li from the city of Ta Tso. He has some 1,500 troops with him. His monthly maintenance expenses are contributed by the military leaders of Szechuan.—*Kuo Wen.*

### THE ANTI-JAPANESE BOYCOTT AT AMOY.

*(Wah Tsz Yat Pao.)*

SHANGHAI, March 13th.

The Amoy Anti-Japanese Boycott Commission passed the following resolutions:

1. Owing to non-settlement of other cases, in which many Chinese were shot by Japanese marines, the anti-Japanese movement should be extended throughout the whole of Fukien province.

2. An anti-Japanese demonstration to be arranged for the 12th inst.

3. All trading ports in the province should take unanimous action to sever economic relations with Japanese merchants.

4. All commercial transactions with Japanese merchants should be finished within five days.

### CHINA'S "GOD OF WEALTH" BUSY AT PEKING.

*(Wah Tsz Yat Pao.)*

SHANGHAI, March 13th.

It is reported that Mr. Liang Shi Yi is actively engaged in organising a new Cabinet and with the task of floating an internal loan. Mr. Liang is taking an active part in the recently set up "Commission of Customs Tariff Revision."

### OFFENSIVE AGAINST PEKING?

#### TROOP MOVEMENTS IN KIANGSI.

#### SOLDIERS WELL IN HAND.

KIUKIANG, March 2nd.

Considerable troop movements have taken place in the interior of the province recently, writes a *North-China Daily News* correspondent. Chang Fa Kuei's armies hung about in the extreme south and then split into two parts.

Miao Pei Nan, with the 4th Army, has moved up the eastern border through Nanfeng and Kianchang as far as Loping. He is reported to be on his way to Anking *vid* Chintehchên and Kimen, to take part in the Northern Expedition.

The other portion, under Fang Ting Ying, calls itself the 46th Army, but is believed to be the reorganized 11th Army lately under Yeh Ting. This army has moved down the Kan river as far as Nanchang and is also said to be on the way to join in the war in the north. Both the armies are reported to have behaved well and the local people have nothing to complain of them except the usual subscriptions collected from the merchants.

**Ordered North.**

Chu Pei Teh's 3rd and 9th Armies are concentrated round Kiukiang and Nanchang. Men of these armies recently occupied the lovely Methodist Mission Compound in Nanchang. Both these armies have been ordered north by Chiang Kai Shek but this does not fall in with the view of Chu Pei Teh and as a consequence he has resigned his position as Chairman of the Provincial Government. The resignation has not been accepted yet.

**Duff's Farm.**

In Kiukiang we have had a peaceful time. Until quite recently there have been few troops in Kiukiang, which means you are not pushed off the pavements by galloping officers on small ponies and the surface of the streets is less infected than usual. Now a division of the 3rd Army has been sent here and several of the missionary buildings in the native city have been reoccupied. Duff's Farm has been converted into a recruiting depot for the 1st Army, but Duff's Farm must be getting used to that sort of thing.

# LADY FLYER AND PUPIL KILLED.

### FORMER PEER'S WIFE CRASHES AT NAIROBI.

### AVIATION ENTHUSIASTS.

[THROUGH REUTER'S AGENCY.]

NAIROBI, March 13th.

Mrs. Carbery crashed at the aerodrome here while flying with Dudley Cowie whom she was teaching. Both were killed.

Mr. Carbery witnessed the accident. Both Mr. Carbery and his wife were enthusiastic aviators. Mr. Carbery (who relinquished his title when he became a naturalised American) flew from London to Nairobi in a Fokker monoplane last November.

Mrs. Carbery, who held a pilot's certificate, left London on January 10th to join her husband at his coffee plantation, previously sending out a light aeroplane, making their fourth machine.

It was their ambition to make Kenya "air-minded."

## "FOR AN UNKNOWN DESTINATION."

### NON-STOP FLIGHT TO INDIA?

### BRITISH AVIATOR STARTS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 13th.

Captain Hinchliffe, whose plans for a non-stop flight to India were recently featured in the newspapers, left Cranwell Aerodrome this morning "for an unknown destination."

[Captain Hinchliffe, if we mistake not, is the aviator who was ultimately selected by Mr. Charles Levine, the American millionaire aviator, to pilot *Miss Columbia* across the Atlantic from England. Weather conditions finally brought about the abandonment of the attempt and, instead, Hinchliffe and Levine set out to create a non-stop flight in the direction of India. They, however, did not get farther than Italy, when an accident to *Miss Columbia* put a stop to the flight.]

### "NIL DESPERANDUM."

#### CAPT. LANCASTER RESUMES HIS FLIGHT.

[THROUGH REUTER'S AGENCY.]

SINGAPORE, March 13th.

Captain Lancaster and Mrs. Keith Miller, whose Avro-Avian light aeroplane crashed at Muntok in January, and was sent to Singapore for repairs, have resumed their flight to Australia.

### ARBITRATION TREATIES.

#### U.S.A. NEGOTIATING WITH GERMANY AND SPAIN.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 13th.

Negotiations have been opened with Germany and Spain for the conclusion of Arbitration Treaties similar to the recent Franco-American Treaty.

### EARTHQUAKE SHOCKS IN PERSIA.

#### HALF A VILLAGE DESTROYED.

[THROUGH REUTER'S AGENCY.]

TEHERANS, March 13th.

Severe earthquake shocks have occurred at Nebandan, in the Sistan districts.

One shock destroyed 500 houses comprising half a village.

### FRENCH FINANCES.

#### PARIS PAPER'S COMMENTS.

[THROUGH HAVAS AGENCY.]

PARIS, March 13th.

*Le Petit Parisien* observes that the amount of bank notes now in circulation, namely 59 billions of francs, corresponds exactly with the basis of the increase of prices since 1914 to 12 billions circulating before the war.

The recent placing into circulation, consequent upon the elimination of short term national defence bonds, was to meet the requirements of economic activity.

### INDIAN ASSEMBLY INCIDENT.

#### REPORTER FINED.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, March 12th.

A sequel to the amazing incident in the Assembly at the conclusion of the debate on the Statutory Commission headed by Sir John Simon, when an Indian newspaper reporter dropped an attache case on Sir Basil Blackett's head from the Press Gallery, is the conviction of the reporter on a charge of doing injury to a public servant.

His name is Chaman Lal and he was a reporter engaged by the *Hindustan Times*. The Court today imposed a fine of 250 rupees, with the alternative of three months' imprisonment.

# CEYLON "HEAD-ON" TRAIN DISASTER.

### EXPRESS AND PASSENGER-TRAIN COLLIDE.

### 21 PERSONS KILLED.

[THROUGH REUTER'S AGENCY.]

COLOMBO, March 13th.

Twenty-one persons were killed in a head-on collision, near Kalutara, 28 miles south of Colombo, between a passenger-train and the Galle-Colombo express.

The engine and three carriages of the express were badly damaged and the engine and two carriages of the passenger-train were smashed.

## GOLD FROM U.S.A. TO ITALY.

### G.$100,000 WORTH FALLS INTO THE WATER.

### LOAN TO ITALIAN BANK.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 13th.

While an Italian liner was shipping 60 kegs of gold, valued at $50,000 each, two of them fell overboard. Divers recovered one.

This is the first revelation that gold was being shipped to Italy since the war.

LATER.

A gold dredger has recovered the second keg.

According to the *New York Times*, the transfer is not being made to finance a loan to the Italian Government but is in connection with a loan by the Guaranty Trust Company to the Banque d'Italia.

## THE UNPACIFIC PACIFIC.

### THE S.S. "SHINYO MARU" SAFE.

### SEVERAL VESSELS LOST.

[THROUGH REUTER'S AGENCY.]

TOKYO, March 13th.

The terrific storm in the Pacific off the coast of Japan on Saturday night is giving rise to further considerable anxiety for shipping. As already reported, five vessels are missing.

Uneasiness is felt regarding the N.Y.K. liner, the s.s. *Shinyo Maru*, well-known in Hong Kong, which left Yokohama for San Francisco on Saturday, since when not a word has been heard from the vessel.

The storm was at its worst on Saturday night, and it is thought possible that the wireless apparatus on the *Shinyo Maru* was damaged, thus accounting for the absence of information.

Anxiety is also felt for about 20 fishing boats which, with 100 crew, have been missing off the Chiba Coast since the storm on Saturday.

At one time it was thought that the s.s. *Etorofu Maru* had met with disaster in the storm, but a wireless message has been received stating that she is safe. Rescue ships and aeroplanes which went out in search of two other missing vessels have returned stating that they cannot be traced. Saturday's storm was one of the worst known.

**"Shinyo Maru" Safe.**

LATER.

World has been received that the *Shinyo Maru* is safe.

All hope for the safety of the *Daiichi Muroran Maru* and the *Kashin Maru*, two vessels which disappeared during Saturday night's storm, has been given up as portions of floating wreckage have been discovered.

It is feared that both have foundered with all hands, totalling 81.

It seems that the *Daiichi Muroran Maru* was proceeding to the rescue of the *Koryu Maru* when she met with disaster herself.

A number of other small vessels have limped into harbour during the past two days more or less damaged as the result of the storm.

### HOSTILITIES ON THE KINHAN FRONT.

[THROUGH REUTER'S AGENCY.]

PEKING, March 12th.

Hostilities have broken out on the Kinhan front.

It is learned semi-officially that the Kuominchun forces are attacking with the object of crossing the Changho to the south of Tzechow, on the Kinhan Railway.

The 29th Army is stubbornly resisting the attack and a continuous barrage by the Fengtien heavy batteries has so far prevented the Kuominchun Army from achieving its objective.

It is semi-officially claimed that the Fengtien forces have the situation well in hand.

**New Ally For The South.**

SHANGHAI, March 13th.

It is understood that General Chu Pei-teh, with 40,000 men, has definitely aligned himself with Marshal Chiang Kai Shek.

# NEW YORK'S EXCHANGE.

### "BULLS" AND "BEARS" STRUGGLE.

### SEVERAL FORTUNES MADE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 13th.

Bullish enthusiasm is as rampant as ever on the stock market, causing a climax in the rise of the Radio Corporation common stock, which reached 133½, an advance of 40 points since the 8th inst. Bears were forced to pay fancy prices in order to get out. The shortage in the floating stock approaches a "corner" and several operators have made an enormous fortune therein. One Irish broker is reputed to have profited to the extent of $5,000,000.

## NEW U.S. HIGH EXPLOSIVE DEPOT.

### SITE IN NEVADA SUGGESTED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 13th.

The Army and Navy Board has recommended the establishment of a high explosive depot for the Navy and has suggested a site at Hawthorne, Nevada, 200 miles from San Francisco.

### THE IRAK FRONTIER FRICTION.

#### "HOLY WAR" STILL UNCONFIRMED.

#### COMMONS' DISCUSSION.

[THROUGH REUTER'S AGENCY.]

LONDON, March 12th.

The situation in Arabia was discussed in the House of Commons at question-time, when Mr. L. C. M. S. Amery, the Dominions Secretary, expressed himself as glad of the opportunity to deny the report that Indian troops had been ordered to Koweit.

Mr. Amery added that there had been no confirmation of the report that Ibn Saud, the King of the Hedjaz, had declared a Holy War, or had made any movement which could be identified as such.

It was still considered unnecessary by the British authorities to send a British representative to Ibn Saud's court, recent advices showing that the position had been exaggerated and there is little cause for immediate anxiety, though a large force of Wahabis is reported to be concentrated on the Transjordanian frontier.

The Dominions Secretary also informed a questioner that the total cost of the subsidy paid to Ibn Saud in the years 1917-1923 was approximately £542,000. No subsidy had been paid to the King of the Hedjaz since 1923.

[BRITISH WIRELESS SERVICE.]

**"Unduly Alarmist."**

RUGBY, March 12th.

Asked whether the sensational reports which had appeared in the newspapers could be disregarded as being unduly alarmist, Mr. Amery thought they might. He added there was no evidence that Ibn Saud was directly responsible for the raids which it would be scarcely accurate to describe as an invasion.

The British Government were in frequent communication with Ibn Saud.

Last December they suggested a meeting at a convenient spot between Ibn Saud and the Resident at the Persian Gulf to discuss any outstanding matters.

The suggestion had been several times repeated but Ibn Saud so far had not availed himself of the opportunity offered him for full discussion of outstanding questions.

### GERMAN FARMERS AND HIGH TAXATION.

#### JUNKER BLOODSHED AT BIG MEETING.

[THROUGH REUTER'S AGENCY.]

BERLIN, March 12th.

The farmers' discontent with the high taxation and the alleged low duties on imported farm produce have culminated in big anti-Government demonstrations.

Several thousands of small landowners from various places in Brandenburg, notably Prenzlau and Neuruppin, came into collision with the Police after a particularly riotous affair.

They were dispersed after doing a little damage, principally to the windows of the local Government offices.

The discontent was accentuated by the recent meeting at which the Junkers and large landowners declared that there would be bloodshed unless the Government alleviated their "unhappy lot."

The farmers also demonstrated in the Province of Lippe, marching round the district carrying placards bearing the words: "The storm breaks."

# JAPAN'S GRIEF.

### INTERMENT OF PRINCESS HISA.

### SAD SCENES IN TOKYO.

[THROUGH REUTER'S AGENCY.]

TOKYO, March 13th.

Touching scenes marked the interment of Princess Hisa.

Their Majesties, the Emperor and Empress, did not accompany the cortege, but bade a touching farewell to their youngest born before the coffin was borne from the Palace to the cemetery.

The cortege slowly wound its way through the huge crowds amidst impressive silence.

## RUBBER INDUSTRY.

### STATEMENT BY MR. BALDWIN.

[THROUGH REUTER'S AGENCY.]

LONDON, March 13th.

In the House of Commons, Mr. Baldwin, asked to secure an interim report from the Committee of Civil Research on rubber restriction, in order to restore some measure of confidence in the industry, said he had nothing to add to his reply to a similar question last week, when he said that the sole object of the Government was the development and prosperity of the industry. Therefore, the time and manner of any announcement would be such as would best conduce to that end.

**Malacca Chinese Decision.**

MALACCA, March 13th.

The Chinese Chamber of Commerce has adopted a resolution in favour of the continuance of modified rubber restriction.

### AGRICULTURE IN THE EMPIRE.

#### LOVAT COMMITTEE MAKES SUGGESTIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 12th.

A report of the Committee which has been considering a scheme for the creation of a Colonial agricultural and scientific research service and headed by Lord Lovat, estimates the cost to be £197,000 sterling. The committee recommends a joint council and two committees, the latter dealing with agriculture and animal health respectively and should sit in the Imperial Institute, while a room should be available in the Colonial Office for the agricultural advisers.

The chief adviser should be a distinguished scientist on a salary of £2,500 with an assistant on a salary of £2,000. It is essential to attract the best men if permanant results are to be expected.

The Empire Marketing Board is willing to help substantially towards the cost and the Colonies will be invited to contribute.

### THE "FLAPPER VOTE."

#### FIRST READING PASSED.

[THROUGH REUTER'S AGENCY.]

LONDON, March 12th.

The House of Commons passed the first reading of the Representation of the People (Equal Franchise) Bill, known as the "Flappers' Vote Bill."

The Bill gives women at the age of 21 a vote on the same terms as men and would enfranchise 5,250,000 more women to the electorate, which would then consist of 12,250,000 men and 14,500,000 women.

### BRITISH TRADE.

#### FURTHER OFFICIAL DETAILS.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 12th.

According to the Board of Trade returns for February, the British exports during the month show an increase of £4,500,000 compared with February last year. For the first two months of this year, the exports show an increase of over £8,500,000 compared with the first two months of 1927.

Imports for the first two months of this year shows a decrease of nearly £8,250,000 compared with the corresponding two months of last year. The returns are regarded as gratifying confirmation of the British trade revival.

### U.S. STRIKE-BREAKERS.

#### "REIGN OF TERROR."

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 12th.

Severe criticisms are contained in the report of the Senate Committee which has been investigating the situation in a section of the Pennsylvania bituminous coal district, where a bitter strike has been carried on for the past year.

The Committee describes the conditions now prevailing as a "Reign of terror" and severely criticises present housing conditions. It goes on to speak of dastardly shooting into school-houses, of the immorality and brutality of the strike-breakers, and also of the Police employed by the mine-owners.

# BRITISH FLYER'S TRAGIC END.

### FLIGHT-LIEUT. KINKEAD KILLED.

### DISASTER AT CALSHOT.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 12th.

Flight-Lieutenant Kinkead, who had been chosen from the Royal Air Force for the British attempt on the world's air speed record, was killed instantaneously to-day when the attempt was to have been made, in a terrible disaster at Calshot.

The famous airman, who did a lap of 280.76 miles an hour in the course of the Schneider Cup Race at Venice last year, met with disaster while making a test flight at full speed in a Super-Marine Napier seaplane, preparatory to attempting the new record.

The machine, a veritable bullet, had only been in the air about ten minutes when it suddenly dived into the water almost vertically from a height of 400 feet. A huge column of water spurted into the air, but neither the machine nor the pilot has been seen again.

There can be little doubt that Lieutenant Kinkead was killed instantly.

[THROUGH REUTER'S AGENCY.]

**Nose-dive Into The Sea.**

Flight-Lieutenant Kinkead had been at Calshot, Southampton Water, for sometime preparing the wonderful British machine to beat the world's record.

The seaplane had been behaving splendidly in her previous spins, but soon after it started to-day, it nose-dived into the sea at terrific speed and disappeared, no trace of Kinkead or the plane being seen.

Kinkead went aloft at about 5.10 p.m. and circuited several times, alighted on the water, and then sailed again into the air with a roar.

He had been flying for about ten minutes when the seaplane suddenly dived vertically sending a huge volume of water high into the air as it crashed.

Two launches and a motor-boat went at full speed to the scene of the tragedy, but could see nothing. An ambulance waited on the jetty for some time, but none who witnessed the catastrophe doubted that death must have been instantaneous.

**Delay Owing To Snowstorm.**

Flight-Lieut. Kinkead had been waiting the whole afternoon for a snowstorm to abate, and when finally it was decided safe to begin, he made an inauspicious beginning.

At first, the machine apparently experienced difficulty in rising, but it ascended for ten minutes for a trial flight and then re-alighted on the water.

Shortly afterwards it rose again to begin the long-prepared record flight, circled the aerodrome, and Kinkead opened his engine all out. The machine had attained a terrific speed when, in the next moment, it nose dived vertically into the water.

**The Accident.**

The onlookers stood transfixed with horror, crying out "My God, he's down!"

Craft from Portsmouth and tugs raced to the scene and searched the water frantically, but only a few wood splinters marked the scene of the disaster.

From the time of striking the water like a shot from a gun not a single trace of the machine itself has been seen, though the water has been subjected to the minutest search.

It may be taken as definitely established that the famous airman was killed.

**A Great Aviator.**

[Flight-Lieut. Kinkead was one of the British team which won the Schneider Cup at Venice last September, the others being Flight-Lieut. Webster, the winner, and Flight-Lieut. Worsley, who was second. Kinkead was forced to descend *after* completing six laps, but on one of those laps he made 280.76 miles per hour, against the winner's average of 235.10 miles. Flight-Lieut. Kinkead was a South African, with a distinguished war record.]

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.20 p.m., stated:—

The pressure distribution over China is uncertain. The anti-cyclone may be moving eastward. Strong to fresh monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Local Forecast:—N.E. winds, strong to fresh; overcast, some drizzle or mist.

# LAWN TENNIS.

## HONDA IN FORM.

### EASY WIN FOR E. C. FINCHER.

Bleak weather for tennis prevailed yesterday and not a few overcoats were seen around the courts of the Hong Kong Cricket Club, but despite that the matches attracted a bigger crowd than any other day since the tournament commenced.

Considerable interest centred in the Open Singles tie between T. Honda and K. T. San. The latter, who reached the semi-final of the Malayan Championship last year, was expected to give the Japanese a good run, but before the match had gone far Honda quickly dispelled any hopes that San entertained of beating him. Honda delighted his supporters by showing glimpses of his old form placing his shots with uncanny accuracy. He maintained good form throughout and demonstrated that he must still be considered to be in the running for Championship honours.

Yesterday he won by three sets to love, taking the first and second with the loss of only one game in each. He outplayed San in baseline duels, cleverly keeping his opponent on the run from one side of the court to the other. San played with gameness, but was erratic, sending innumerable shots into the net. He made a great effort in the third set and nearly seized it. He led at different stages, but lost after being within an ace of winning it.

E. C. Fincher played his initial match in the Open Singles and succeeded, as expected, in beating S. S. Hussain in straight sets. Hussain failed to put up any serious opposition and secured five games only in the match. Fincher now meets S. E. Green in the third round when a capital match should be seen. In the same event Chong Tuck Wing secured an easy victory over Tregear and thus qualified to meet Honda in the third round.

**Mixed Doubles Handicap.**

The Mixed Doubles Handicap commenced yesterday when Mrs. Armstrong and G. W. Sewell (owe 15/3) defeated Mrs. C. Blaker and G. Miskin (owe 1/6) in straight sets. A few handicap ties were also decided.

Yesterday's results were as follows:—

**Open Singles.**

*Second Round.*

T. Honda beat K. T. San, 6-1, 6-1, 7-5.

Chong Tuck Wing beat V. M. Tregear, 6-1, 6-2, 6-3.

E. C. Fincher beat S. S. Hussain, 6-0, 6-2, 6-3.

**Handicap Singles "A."**

Capt. E. H. J. Larkcom (rec. 4/6 beat R. E. Greensmith (rec. 15/1), 6-4, 6-1.

Rev. F. P. W. Alexander (owe 3/6) beat A. Piercy (rec. 15/2), 6-2, 2-6, 6-2.

**Handicap Doubles.**

A. D. Humphreys and G. R. Sayer (owe 15/1) beat Surg.-Lt.-Cdr. H. Hursk and Dr. J. R. Craig (scr.), 6-2, 6-1.

**Mixed Doubles.**

Mrs. Armstrong and G. W. Sewell (owe 15/3) beat Mrs. C. Blaker and G. Miskin (owe 1/6), 6-4, 6-1.

TO-DAY'S MATCHES.

**Open Singles.**

Ho Ka Lau *v.* Lim Peng Chin.

**Handicap Singles "A."**

J. E. Henry (rec. 15/1) *v.* G. C. Grove (owe 1/6).

R. M. Henderson (owe 2/6) *v.* G. F. H. Richard (rec. 2/6).

**Handicap Doubles.**

I. H. C. Highet and J. Wilkie (rec. 15) *v.* W. A. Nowers and E. D. Lawrence (rec. 5/6).

H. Owen Hughes and H. R. Remington (owe 2/6) *v.* Dr. G. E. Aubrey and G. W. Sewell (owe 3/6).

R. H. B. Hancock and C. B. Johnson (owe 3/6) *v.* Capt. E. H. J. Larkcom and Capt. B. R. Forster (scr.).

W. B. Cornaby and A. Piercy (rec. 2/6) *v.* T. G. Bennett and M. M. Watson (rec. 15/1).

**Mixed Doubles.**

Mrs. W. Woodward and C. W. E. Bishop (rec. 2/6) *v.* Miss Coppin and A. G. Coppin (rec. 15/4).

# RACING NOTES.

## SECOND EXTRA RACE MEETING.

[By RAPIER.]

The Handicaps for the above meeting are given below. The handicapper, Mr. C. M. S. Alves, works pretty quickly as the entries only closed at noon on Monday and the handicaps were available at mid-day yesterday.

Neither Messrs. Hynes and Mackie or Messrs. Dyer and Beith have any ponies running as their entries were not received in time. Anyhow the ponies will probably benefit by the rest.

**Boa Vista Handicap "A" Class: Six Furlongs.**

Bengal, 173 lbs.; Boxing Eve, 168; New Year's Eve, 162; San Diego, 162; Winsome Stag, 159; San Francisco, 150; Comrade, 158; Duke of Verona, 158; Chemal, 158; Blackstone Hall, 155; Little Sit Tang, 154; Charlie (late Berechurch Hall), 153; Warrington, 151; Macao Beauty, 151; Mongolian Stag (late Dumfries), 151; O'Moon, 151; Warlordship, 150; Chow Taze Lon, 150; King of the Plains, 146; Ukelele, 146.

**Boa Vista Handicap "B" Class: Six Furlongs.**

Festive Eve, 162 lbs.; Dobbin, 162; Kom Tong Hall, 159; May, 159; Duke of Nieblung, 158; Damaged Goods (late Four Horseman), 158; Sunning, 158; Pegasus (late Manor Hall), 158; Bing Boy, 156; Boukra, 154; Grey Knight, 153; Chatto, 152; Tarzan, 152; Tarmacadam (late Fame Hall), 152; Northern Stag, 150; Bright Eve, 150; Man of War, 150; Mowgli, 148; Meanwhile, 148; Castle, 145.

**Boa Vista Handicap "C" Class: Six Furlongs.**

District Call, 165 lbs.; Gold Medal, 163; Easter Day, 162; Grey Eyes, 160; Barley Grass, 159; Bright Prospect (late Limestone Hall), 157; Waichow, 156; Sea Front, 155; Brown Jug, 155; Southern Stag, 153; The Haugh, 152; Nara Stag (late The Grouse), 150; Wine Boy (late Maderia), 150; Fire Call, 150; Skipper, 150; Silver Fox, 150; Scooter, 147; Sea Hawk (late Loch Lomond), 145; Siang River, 145; Little River, 145; Zin (late Templo Hall), 145.

**Kellett Handicap "A" Class: 1¼ Miles.**

Bengal, 173 lbs.; Boxing Eve, 168; San Diego, 164; New Year's Eve, 162; Comrade, 158; Chemal, 158; Coos Bay, 155; Duke of Verona, 153; Blackstone Hall, 152; Mongolian Stag (late Dumfries), 151; Little Sit Tang, 151; U-Un II., 150; Warrington, 148; Warlordship, 147; Ukelele, 145; King of the Plains, 145.

**Kellett Handicap "B" Class: 1¼ Miles.**

Dobbin, 164 lbs.; Festive Eve, 162; Horsford, 160; Kom Tong Hall, 159; May, 159; Duke of Nieblung, 158; Sunning, 158; Pegasus (late Manor Hall), 158; Gold Medal, 153; Grey Knight, 153; Erstwhile, 150; Man of War, 150; Northern Stag, 150; Chatto, 149; Tarzan, 149; Mowgli, 148; Bright Prospect (late Limestone Hall), 145; Sea Front, 140; Nara Stag (late The Grouse), 140; Southern Stag, 140; Wine Boy (late Madeira), 140.

## LOCAL BILLIARDS.

### NAVY DEFEAT K.O.S.B.

In a friendly game of billiards played for the first time between the Royal Navy and the King's Own Scottish Borderers at the Chief Petty Officers' Club on Monday night, the Navy won five of the games and lost the sixth by only two points. The scores were:—

**Royal Navy.**

| | |
|---|---|
| S.B.P.O. Pyne | 150 |
| E.R.A. Davies | 150 |
| Jnr. Light | 150 |
| C.P.O. Best | 148 |
| E.R.A. Ellis | 150 |
| E.R.A. Emmerson | 150 |
| Total | 898 |

**K.O.S.B.**

| | |
|---|---|
| C. Sgt. Yardley | 134 |
| Sgt. Watts | 85 |
| Sgt. Cook | 149 |
| Sgt. Barham | 150 |
| Pipe Maj. Mackie | 126 |
| C. Sgt. Bell | 122 |
| Total | 758 |

# BOXING.

## BRITISH FEATHERWEIGHT CHAMPIONSHIP.

[THROUGH REUTER'S AGENCY.]

LONDON, March 12th.

At the National Sporting Club to-night, a contest for the featherweight championship of Great Britain is taking place over twenty rounds, between Johnny Cuthbert (holder) and Harry Corbett (London).

Both boxers weighed in this afternoon very fit. Cuthbert, a Sheffield man, making exactly 9 stone, while Corbett was 8 stone 13½ lbs.

LATER.

Harry Corbett, the challenger, won on points.

## RISKO DEFEATS SHARKEY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 13th.

In last night's 15 round eliminatory heavyweight contest between Jack Sharkey and Johnny Risko, in Madison Square Garden, Risko won on points.

## TAIKOO RIFLE CLUB.

### MATCH WITH H.M.S. "BLUEBELL."

A friendly shoot took place at Taikoo Range on Sunday between H.M.S. *Bluebell* and Taikoo Rifle Club, the winning team receiving spoons put up by Mr. Greig.

Teams consisted of ten men each with the best eight to count. Other conditions were according to H.K. Rifle League Rules.

The scores were as follows:—

**Taikoo Rifle Club.**

| | 200 yds. | 500 yds. | 600 yds. | Ttl. |
|---|---|---|---|---|
| Mr. D. B. Bone | 28 | 31 | 31 | 90 |
| Mr. K. Boulton | 20 | 26 | 28 | 74 |
| Mr. T. Grimshaw | 31 | 30 | 26 | 87 |
| Mr. S. Hope | 22 | 23 | 25 | 70 |
| Mr. H. Maxwell | 27 | 23 | 23 | 73 |
| Mr. A. McIndoe | 30 | 31 | 26 | 87 |
| Mr. K. McLennan | 25 | 32 | 29 | 86 |
| Mr. W. E. Price | 29 | 27 | 22 | 78 |
| Mr. C. Summers | 31 | 30 | 28 | 89 |
| Mr. D. C. Walmsley | 31 | 32 | 27 | 90 |
| Totals | 274 | 285 | 265 | 824 |
| Less counted out | | | | 143 |
| Total | | | | 681 |
| Plus 4% for Open Sights | | | | 3 |
| Grand Total | | | | 684 |

**H.M.S. "Bluebell" Rifle Club.**

| | 200 yds. | 500 yds. | 600 yds. | Ttl. |
|---|---|---|---|---|
| Lieut. Nichols | 30 | 30 | 27 | 87 |
| Lt.-Surg. Bingham | 23 | 24 | 19 | 68 |
| Commd. Gunr. Gribbon | 27 | 28 | 21 | 76 |
| Ch. Writ. Winter | 21 | 19 | 25 | 65 |
| E.R.A. Cooper | 18 | 27 | 28 | 73 |
| E.R.A. Nimmens | 27 | 22 | 18 | 67 |
| A.B. King | 20 | 23 | 22 | 65 |
| Stok. Craig | 19 | 24 | 19 | 62 |
| Stok. Stevenson | 25 | 29 | 23 | 77 |
| G.I. Wright | 23 | 29 | 18 | 70 |
| Totals | 235 | 255 | 220 | 710 |
| Less counted out | | | | 127 |
| Total | | | | 583 |
| Plus 4% for Open Sights | | | | 23 |
| Grand Total | | | | 606 |

## 500 GOLF WOMEN TALK ALL DAY.

### HALL AND TWO HOTELS USED.

Five hundred women golfers who met in London under the presidency of a man to discuss proposals for a new constitution of the Ladies' Golf Union took from 10.30 in the morning until after 8 o'clock in the evening to reach their decisions and twice had to move to fresh quarters to carry on their debates.

The meeting began at the Æolian Hall, New Bond-street, and Sir Harold Reckitt was the only man present. With an indulgent smile and a patient, kindly voice he led, intervened, suggested, and settled with a fairness which earned the praise of the 500 women.

There was a lot of opposition to some of the proposals in the new constitution, however, and the meeting became sharply divided. It was expected that it would be over by luncheon time. But it was not, so it was continued at the Hotel Cecil. When 5 o'clock arrived the discussions had not advanced very far and the meeting had to adjourn to the Hotel Metropole. Many of the women looked tired, but a number had changed into evening dress in the hope that the proceedings would be short.

Everybody showed a desire to get the meeting over, and it was very soon decided that the draft scheme for the new constitution should be left to the consideration of a committee.

# TEST CRICKET LESSONS.

## WHY WE FAILED IN SOUTH AFRICA.

### BATSMEN UNABLE TO PLAY FAST BOWLING.

[By H. J. HENLEY.]

When our England team went to South Africa in the late autumn, few people regarded the tour as a serious cricket adventure.

Even the selection committee apparently thought that the task before our players was light. No attempt was made to get together a truly representative team.

South African cricket, they apparently believed, was in a bad way. And when we last saw that country's batsmen and bowlers in England they certainly did not appear, as a side, to be stronger than an average county team.

Indeed, apart from the Test matches, they were beaten six times, and won only eight matches out of 38.

But, as I pointed out on the day that the M.C.C.'s chosen ones left London, South African cricket has a way of making startling recoveries, and it has done so again.

**Why We Failed.**

It is useless now we have failed to win the rubber to talk about the difference between turf and matting; to say that some of our finest cricketers—Hobbs, Tate, and Larwood among them—stayed at home, or to dwell upon the fact that Geary's breakdown robbed a moderate bowling side of at least 25 per cent. of its strength.

Even when every excuse is made there remains the unalterable evidence that English cricket has failed once more.

The chief cause of that failure has been the inability of the majority of the batsmen to play fast bowling, as represented by G. F. Bissett.

Bissett, as we saw him in the season of 1924, was only moderately fast and generally erratic. But at that time he was a mere boy.

The increase in stamina and strength which comes to every well-built youth after he has passed from his teens to his early twenties has probably given him that real pace which is so rare in cricket to-day.

And it is not difficult to imagine that the majority of the England team, spoon fed for years by the experimentalist in swerve and googly bowling, short half the time, played back to Bissett in the fashionable way when their only hope of salvation against fast bowling was to play forward.

**Time To Prepare.**

"If South Africa can hold us," an old player who has captained Test match sides said to me the other day, "heaven help us when we go to Australia next autumn."

Well, happily, there is a whole season of cricket in front of us before the English selection committee need put on their thinking caps—if by any chance they have any use for such things.

There is time for improvement. There is time for some of the younger players to discover that good length and figer spin can be more destructive than erratic swerving and googly bowling, and that step-in-front-of-the-wicket and turn-the-ball-to-leg is not the beginning and the end of the batsman's art. There is even time to find a captain.—*Daily Mail.*

## MISS EILEEN BENNETT.

### TENNIS TRIUMPHS AT 20.

### SERVICE EQUAL TO MOST MEN'S.

Miss Eileen Bennett's triumphs in the Riviera lawn tennis tournaments this season must certainly place her in the front rank of the world's women players.

Already she has beaten Miss Ryan twice and Miss Nuthall once, which leaves no doubt as to the greatness of this player.

Miss Bennett is 20—the same age as was Mlle. Suzanne Lenglen when she first became famous by winning the championships at Wimbledon in 1919.

Miss Bennett is the daughter of Mr. Gerald Bennett, a London stockbroker. She was educated in Paris. Much of her success is due to the care of her mother, who accompanies her on all her tours.

Her career began in 1924, when she won the Middlesex junior championship. Even at that early age Miss Bennett by her beautiful and easy style, and with a service equal to most men's for pace, gave the promise that has now been fulfilled.

Last year she was surprisingly left out of the Wightman Cup team, although she had played so well against Miss Helen Wills at Wimbledon, but, on present form, she is considered equal to any English woman, and undoubtedly will be one of the first to be selected for Britain in June.

French players consider her the most promising player since Mlle. Lenglen ceased to play as an amateur.

# MYSTERIOUS INVALID.

## THINKS SHE IS CZAR'S DAUGHTER.

### GUEST OF MRS. LEEDS.

BERLIN, Feb. 6th.

The Soviet Government has denied that a certain mysterious invalid who was formerly in Bavaria and now in New York is the Grand Duchess Anastasia, daughter of the murdered Czar. They say that the whole Royal family was done to death.

The following account of the mysterious invalid appears in the *Daily Mail*.

Intense interest has been aroused here by the news that the mysterious invalid whom many Russians and Germans believe to be the Grand Duchess Anastasia Nicolaievna, youngest daughter of the murdered Czar, is to arrive on board the Cunarder *Berengaria* to-day at New York, where she will be the guest of Mrs. Leeds, daughter of the Grand Duchess Marie Georgevna.

"Only long and careful inquiry under the observation of a member of the Imperial Family can show who the unknown invalid really is," wrote Duke George of Leuchtenberg, at whose home in Bavaria the invalid was staying before she sailed for America.

It is obvious that Mrs. Leeds's invitation means that as a member of the Imperial Family she is prepared to undertake this task. The duke, who is Russian, states in a long letter to the *Rul*, a Russian newspaper published here, that there are persons whose good faith cannot be disputed who knew the Grand Duchess Anastasia and are convinced that this invalid is she, while others take the contrary view.

One thing he points out is certain, and that is that the invalid believes she is the Grand Duchess, and that all the doctors under whose care she has been believe her perfect sincerity and emphasize her truthfulness.

**Knowledge Of The Court.**

The question is whether she is labouring under an hallucination. Her memory is affected and she can speak no language properly. She talks in very imperfect German, but she understands Russian and understands and reads English.

The Duke of Leuchtenberg states that often when she talks she displays the most intimate knowledge of the Imperial Family and mentions things which she could not possibly have learned from the persons whom she saw during the years she has passed in Berlin nursing homes.

On the other hand, she often fails to remember things that happened a couple of days earlier, and often when she is in a semi-conscious state or under the influence of drugs which the doctors have had to administer, what she says is always about the Imperial Family and the vanished Court.

And now this mysterious girl who believes that she is the Grand Duchess Anastasia, and who is supposed to have been helped in her escape from death at the hands of the Bolsheviks by a Polish officer, will be under the care of a member of the Imperial Family.

On the night of July 16th, 1918, the ex-Czar Nicholas, the Czarina, and their family were murdered by the Bolsheviks in the cellar of the house at Ekaterinburg in which they had been imprisoned by the Soviet Government. The Grand Duchesses Olga, Tatiana, and Anastasia (the latter in her 18th year) were wearing double-quilted bodices stuffed with jewels. After the murders the bodies were partly stripped, hacked to pieces in a neighbouring wood, and partly burned before being buried. Sulphuric acid was poured on the faces to obliterate the features.

## "TANKETTE" TABOO.

### ARMY COUNCIL'S REGARD FOR ENGLISH LANGUAGE.

Orders are being issued by the Army Council that the use of the word "tankette," to describe the fast two-seater tanks of the mechanised army, is to be discontinued.

The order is being made in the cause of good English, which is not forgotten by the War Office in the rapid march of machinery. Recently the Army Council announced that it preferred the word "mechanised" to "mechanicalised," which appeared in the Army estimates for 1928 to describe the new transport.

In future light tanks, which are capable of speeds in excess of 30 miles an hour, are to be called simply "light tanks."

*The Daily Mail* recently drew attention to a new word used by the Ministry of Health to denote the clearing of rats from a ship—namely "deratisation"; to the recent use of "antedation" in the *London Gazette*, and to "taxying," to be used by the Air Ministry.

# BOY SCOUTS IN GERMANY.

## NEED FOR A NATIONAL LEADER.

### NEW IDEALS SINCE THE WAR.

BERLIN.

The German Boy Scout movement, which Sir Robert Baden-Powell has refused to recognise because it is not a uniform movement, has countless ramifications depending largely on social and political considerations.

In 1893 a Berlin sixth-form boy, Karl Fischer, founded the Wander Vogel. He was inspired by a longing to escape from the class-room into the open, and by a desire to study and revive the old German song-myths. The movement had already split into many groups when in 1908 a proletarian movement to free German youth was formed on the pattern on the Wander-Vogel, but tinged with cultural ambitions.

Before the war the "Path-finders" were founded. This was the first German attempt to apply the rules and regulations of Boy Scouts as known in Britain. But instead of the ethical aspects of the movement, stress was laid on its military significance, and no effort was spared to inculcate the ideal of a soldier's duty to his country.

The war gave a great impetus to all such movements. But when in 1920 Germany was shaken to her very foundations a new individualism emerged. A new body of "Path-finders" was formed by a number of anti-militarists, with medieval knightly ideals. Groups of the Wander Vogel and others have joined these in a series of allied movements. Now, most important of all, Germans are attempting to help their boys to express themselves in the fullest manner. The outside influence of schoolmasters is still very strong. Since the war various sports movements have changed all pre-war ideas on the nature and direction of youth movements.

Countless proletarian, Protestant and Catholic Boy Leagues exist all over the Reich, but that is because there is no national leader like Baden-Powell to co-ordinate and inspire. In the circumstances regrettable party political and social distinctions appear unavoidable.

## HOW I TRAIN MY TIGERS.

### FALLACIES ABOUT MAN EATING.

[By MABEL STARK.

*The American tiger trainer, said to be the only woman tiger trainer in the World.*]

Tigers are extremely sensitive and highly strung animals and, if upset in any way, are exceedingly dangerous to approach. They cannot be tamed, but they can be trained to perform tricks and to answer to their names. A tiger is much quicker to grasp what is required of him, and to respond to his cues, than is a lion.

Care must always be taken, however, when in their company. A tiger will not attack one intentionally, but if through some unforeseen accident it is frightened or startled it is likely to do so, just as a dog will when accidentally trodden on. Some time ago I was badly mauled by one of my animals through accidentally falling on top of him during a wrestling match.

There is a fallacy that when a tiger once tastes human blood he becomes an incorrigible man-eater. This is untrue. I cannot recollect a single instance of a tiger consuming a human being after mauling him, unless driven to it through hunger. On several occasions a tiger of mine has drawn blood, but after the fright of the moment has passed, I have never had any difficulty in ordering the animal back to its corner.

Cubs born in captivity are usually taken from their mother a few days after their birth and brought up on goat's milk. It would be fatal to handle the cubs or take them into the light during the first few days. Should anyone do so the mother would instantly kill the cubs by dashing them against the sides of her den.

* * * * * *

Training a tiger requires considerable patience and perseverance, but it is not difficult to teach if handled the right way. Altogether it took me six months to train one of my tigers to wrestle. I used to go through the various motions carefully and systematically each day, until the animal began to understand what was required of him and answer to his cues.

When in the ring the only weapon I carry is a small whip, which is useful more as a guide than a corrector.

The best age at which to start breaking-in a tiger is between two and two and a half years. After five years they become too short tempered and sensitive, but if trained young they can be worked up to sixteen and seventeen years. They are then usually sold to zoos, where they will often live to 25 or 35.

A tiger's diet is simple, but requires strict supervision. It is fed chiefly on beef, which must be warm and fresh—tigers will not touch frozen beef—with eggs and milk as a change. Animals tire of the same kind of food just as do human beings.

They are also regularly dosed with medicines during captivity to keep them in trim.

# CHEMICAL WARFARE.

## EFFECT OF POISON GAS FROM AEROPLANES.

The effectiveness of poison gas discharged from aircraft over big towns was discussed on February 8th at the Royal United Service Institution by Major Victor Lefebure in a lecture upon "Chemical Warfare." General Sir Noel Birch presided.

Major Lefebure said that the combined use of aircraft and poison gas was a horrible subject and constituted the most powerful argument for restricting chemical warfare. The conditions under which chemical warfare became most deadly and decisive were simple; a stationary, dense objective, coupled with a sure method of applying adequate concentration of the lethal chemical. It was largely absence of these conditions in the War front which removed from chemical warfare the decisive results which might have been expected, but the combination of aircraft and poison gas discharged on areas such as large towns brought them to the other extreme, the possibility of maximum efficiency.

Dr. Owen, of the Air Ministry, had issued certain figures based on actual measurements showing the total weight of solid particles per volume of fog over the years 1926-27. These were in the region of 1lb. per million cubic yards, a concentration of about one part in a million by weight. This was higher than the effective concentration of gas war chemicals, particularly the new arsenic compounds. Assuming that such compounds dropped from aircraft would not dissipate into a layer more than 100 yards in height, a very fair assumption in large towns, they found that less than a quarter of a ton of chemical could be adequate to cover one square mile. If they allowed such a high factor as 100 to provide for the barriers which would prevent uniform concentration in the heart of a town they would see the extreme ease with which a surprise aircraft attack, or a very large attack in which even 90 per cent. of the aeroplanes were brought down, could induce chaos and terror.

The sea was the least profitable field for chemical warfare, speaking relatively, but he pointed out that direct hits with suitable gas projectiles might go very far in the direction of loss of ship control.

Development in peace for war would almost inevitably follow divergent lines, so that a nation might find that its defensive measures did not protect it against some offensive form of chemical warfare evolved by a quite insignificant nation. This was an additional argument for the movement for chemical disarmament if any rational scheme could be devised, but failing that it was essential to preserve a strong chemical warfare organization on the defensive side. Major J. D. Pratt, chief superintendent, Chemical Warfare Research Department, said, that the figure quoted as to gas attack from the air might be misleading as such small quantities would only produce temporary incapacitation from which an individual would soon recover, and even then there must be exposure for a certain amount of time. The atmosphere was never still so that the gas would be gradually drifted away and with people indoors might drift down a street without any casualties. He wished to say this because much had been written about the horrors of gas attack from the air, and unless a sane judgment was developed the method of coping with such an attack might not receive the attention essential for successful counter defence.

The lecturer, in reply, pointed out that he had purposely stated quantities of chemical in excess of that actually needed under ideal conditions to allow for the contingencies mentioned by Major Pratt.

The Chairman said that Professor Haldane would have them believe that gas warfare could be made a pleasant and humane method of going to war, but he did not think any soldier, sailor, or airman would agree with that.

## MULATTO AND "MAY-FLOWER" GIRL.

### FLAMING CROSS LIGHTED TO STOP THEIR MARRIAGE.

ROCKVILLE (Conn.).

An attempt is being made by people here to prevent a marriage between a mulatto mill-worker and a girl of the purest Anglo-Saxon stock, whose ancestors came over in the *Mayflower*.

An anonymous letter was sent recently to the prospective bridegroom, who was subsequently ransomed with by telephone.

The only result was that the mulatto tried to get a clergyman to perform the marriage ceremony immediately.

Finally, the flaming cross was lighted in the countryside near the mulatto's house, this being the warning usually employed by the mysterious robed and hooded members of the Ku Klux Klan so as to frighten their victims before visiting them with the lash or hot tar.

The mulatto, however, declares that he will go through with the ceremony in spite of men and devils.—*Reuter.*

# LOCAL FOOTBALL.

TO-DAY'S MATCHES.

The following games have been arranged to take place to-day in the Hong Kong League:—

**Division I.**

Kick-off at 4.30 p.m.

K.O.S.B.'s *v.* Queen's Regt., Sookunpoo ground. Referee: Mr. Barber.

R.A. *v.* Scots Guards, Chatham Road ground. Referee: Mr. Baldwin.

## HOME FOOTBALL.

### RESULTS OF LEAGUE MATCHES.

[THROUGH REUTER'S AGENCY.]

LONDON, March 12th.

The following are the results of English League matches played to-day:—

**Division I.**

West Ham 4, Leicester 0.

Sheffield U. 3, Bury 1.

**Division III. (Southern).**

Merthyr 3, Gillingham 1.

"WHIPPET"
MODEL "96"

AN ENGINE that doubles its rated H.P.
RATED 15.6 H.P. develops 31 H.P.
RICARDO Cylinder head.
Semi-elliptic springs.
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Shock absorbers.
FORCE FEED LUBRICATION.
LASTING LACQUER FINISH.
BEAUTY — EFFICIENCY.
Unequalled Value.
GILMAN & CO. LTD.

# MOTORING NOTES

## A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Reliability Trial Results—A Well Mannered Car—Economical and Smart—The Oil-Engine Locomotive—A New Supercharger.

"WHIPPET"
MODEL "96"

TOURER ... H.K. $1,625.
COACH ... H.K. $1,880.
ROADSTER ... H.K. $1,750.
SEDAN ... H.K. $1,080.

Distributors: GILMAN & CO., LTD. HONG KONG BANK BUILDING.
Service: DURO MOTOR CO., LTD. KOWLOON.

## THE RELIABILITY TRIAL.

### RESULTS A TRIUMPH FOR BRITISH MACHINES.

### WHAT AN UNOFFICIAL OBSERVER SAW.

### THE RESULTS.

### ONE FAULTLESS RUN.

The results of the Motor Cycle Reliability Trial, which are given below, are a wonderful tribute to the efficiency of British machines, and a great personal triumph for J. E. Kotewall, the only competitor to come through the trial without losing a single mark.

The standard of riding and performance was obviously very high, as is shown by the closeness of the leaders, and the only surprising result is in the team competition, where the winners lost a comparatively large number of marks.

**Prize Winners.**

1ST PRIZE: SILVER CUP.—J. E. Kotewall (21) (A.J.S.), clean sheet.

2ND PRIZE: SILVER CUP.—H. Kew (23) (Rudge), 3 points lost.

3RD PRIZE: SILVER CUP.—J. Kindness (13) (Norton) tied with F. Baker (41) (Triumph), with loss of five points.

MOTOR CYCLE SECTION CUP (presented by Lt.-Col. L. G. Bird, D.S.O.).—J. Kindness (13) (Norton), 5 points lost.

FLYING SQUAD CUP.—J. E. Kotewall (A.J.S.); clean sheet.

SILVER CUP (presented by the Sincere Co. for the best performance of a rider on a machine of 500 c.c. or under).—J. E. Kotewall (A.J.S.), clean sheet.

CONSOLATION PRIZE.—E. Dewhurst (32) (A.J.S.).

TEAM PRIZE.—

| | |
|---|---|
| E. J. Spradbery (10) (Matchless) | 52 |
| W. Taylor (5) (Triumph) | 22 |
| B. S. Rogers (6) (Norton) | 11 |
| | 85 |

The numbers after the names indicate numbers in the Trial.

### SOME UNOFFICIAL MISHAPS.

BY AN UN-OFFICIAL OBSERVER.

The reliability trial which, I am sure, the greater part of the local motor-cyclists thoroughly enjoyed, did not come off totally without mishaps and curious incidents. The undermentioned riders who were lucky enough to have mishaps in unobserved sections of the trial course, were however, unfortunate enough to be "spotted" by an outsider. Trouble from loose number plates was most evident, and many riders, apparently too early to arrive at the checks, passed away the time in making circles around the roadway, and dilly-dallying in gutters.

**Hanging About.**

The trial was not without its humorous side-lines and many amusing incidents happened to the riders. Some are worthy of mention. However, whether they receive prizes or not, all thoroughly enjoyed the run, and I am sure, are looking forward to another.

It was really remarkable that so many of the old pottering buses, which evidently "came out of the ark," gave such fine performances over the treacherous hills and corners. They just kept on going and going.

Mr. G. Weber No. 11 (B.M.W.) knocked out somewhere at the top of Garden road with an oiled plug. He finally decided to buy a new one, and carried on successfully throughout the run.

A. W. Summers No. 24 on a Rudge evidently found an extra a neutral gear whilst attempting to change down from top to second at the top of Garden road.

F. P. Croft No. 12 (A.J.S.) found the three hairpin bends below the Peak Tram station too much for his 4.98 A.J.S. and after negotiating the first bend his engine gave up the ghost.

All because of a spark plug secure-clip coming off No. 34 Mr. Cheung Lee Lun, 4.93 s.v. B.S.A. lost twelve valuable marks whilst attacking Garden Road just below Seth's Corners. After twenty minutes of careful searching he found the small clip and carried on at a terrific rate to make up lost time.

The Francis-Barnetts of which much was expected gave no display whatever. J. R. Jenkins No. 44 failed to reach Seth's corner, though it is known that Captain Hancock of the Volunteers climbed the same course on his 1.75 c.c. Francis Barnett in 7½ minutes.

R. Young astride an A.J.S. No. 19 crashed during the first lap at Aberdeen and sustained slight cuts on his knee. It is believed that this crash upset his time schedule to such an extent that he was obliged to leave out the 3rd lap.

P. Brown No. 15 riding a Harley Davidson was troubled during the first lap with a loose wheel. He was obliged to stop for adjustments somewhere near Tytam Tuk. However, he carried on and completed the course on time.

S. J. Clarke (P. & M.) No. 9 in an attempt to make up for lost time had the misfortune to skid on oil at Pokfulam during his first lap. He dropped over a 15 ft. cliff with his bike, buckling the rear stand. He appealed to the following riders to give him an helping hand, but they had no time for that sort of thing on an observed part and advised him to wait for a Marshal. Later a competitor on a "Raleigh" was kind enough to help him out. Clarke carried on throughout the whole of the trial and climbed Seth's Corners very well.

No. 9 E.M. Ponsford astride a Sunbeam went off the course no fewer than three times and on each occasion he was seen tearing back at terrific speeds in an attempt to make up for lost time. In this connection a slight criticism may be mentioned. Although the route was clearly marked on the lap cards, many riders complained of insufficient signboards to give the direction.

Mr. W. C. Simpson, No. 3, on a Triumph nearly landed over a cliff whilst negotiating Reservoir Path. The earth beneath his back wheel gave away and it was only skilful handling of his machine which saved him from what would have been—a few marks lost!

Mr. C. H. Bond No. 1 on a B.S.A. completed a non-trouble run throughout the Trial until he reached Seven and Sixpenny Hill outside the Wellington Barracks. Here his plug oiled up and this delay cost him a few precious minutes.

One of the riders arrived back at the Volunteer Headquarters with a little lamp for an head lamp. Apparently he had come to grief somewhere during his last lap.

Mr. F. Brett No. 4 (Douglas) had a very amusing story to tell. Whilst on his last lap around the island he noticed that the man in front of him—No. 6—was "hitting up" a good pace. Thinking that he was perhaps a little behind time, he drew near the man ahead. To his surprise instead of No. 7 he saw No. 33. He had lapped the last man and was therefore much in front of his scheduled time.

Rudges throughout the whole trial were particularly good, and their performance should place them among the first for the team prize. Mr. E. T. Warden No. 22 had the misfortune to lock his back wheel whilst coming down one of the paths, with the result that he crashed, breaking the plunger of his oil pump. Later his engine "seized" but he carried on and finished the course. Rudges were also noticed to be fast climbers and took Dairy Farm hill on 3rd gear, while many sections of Seth's corners were taken in second. Messrs. A. W. Summers and H. Kew completed a non-trouble run throughout the whole of the trial and arrived at checks on time. However, when called upon to restart his engine to go home, A. W. Summers found that his plug had oiled. He was extremely lucky just to get back without mishap.

Hanley Davidsons were very good considering the handicap of the foot clutch on steep hills and corners. All three riders of the team made perfect ascents at Seth's corners.

Among the best climbers of the three hairpin bends below the Peak tram Station was S. C. Saunders on a big A. J. S. which he handled remarkably, turning the bends without a hitch. Pun Lok Shee No. 37 astride a 4.93 O.H.V. B.S.A. was very silent considering the amount of "revving" that was necessary.

### IS IT TOO EASY?

### FINE PERFORMANCES.

Whether the results of the motor-cycle reliability trial will be available in time for inclusion in this page is at the time of writing uncertain. The difficulty of analysing the many returns of marshals and observers is very considerable, especially as there were so many really fine performances that differentiation can in many cases only be a question of very small details.

It is in some ways unsatisfactory that so many riders should complete a perfect course, and that the leading places should be decided by the necessarily arbitrary times fixed by the committee, but it seems certain that this must be the case.

**The Next Trial.**

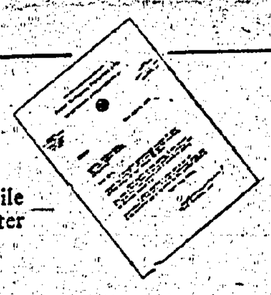
The course chosen was a fine one and really testing, yet there was a surprising amount of perfect riding and climbing, which is of course a great testimony to both the riders and the machines. The question which must be puzzling many people now is how can things be made more difficult for the next trial, for the enthusiasm for, and the success of the recent trial ensures that there will be others in the future. The first and most obvious answer seems to be to speed it up and introduce a system of handicapping, but this solution immediately increases the element of danger, which is far from desirable. It is difficult to see how the course could be made very much more difficult without becoming merely freak.

Perhaps in the end a glance at some of the inner history of the race, appearing in another column, may suggest that what is really needed is a network of observers all round the course.

Significant
testimony to the
Superiority of the
BRITISH
MORRIS

"With regard to the Cowley, I can assure you that I never want to drive anything better, and it is my intention immediately I arrive in Bombay to purchase another one.

I might mention I have had a lot of experience on the other side with American cars, but I am certainly going to swear by Mr. Morris's machine."



facsimile of letter

THE above letter addressed to a Morris Dealer by a gentleman *who has had wide motoring experience on both sides of the Atlantic* provides a very valuable hint to everyone about to buy a car.

THE HONG KONG HOTEL GARAGE,
25, QUEEN'S ROAD CENTRAL,
(THE HONG KONG AND SHANGHAI HOTELS, LTD.)

INSURE
YOUR
MOTOR
CARS
WITH
GILMAN'S

"OCEAN" COMPREHENSIVE POLICY. [106

Prest-O-Lite
STORAGE BATTERY
A Battery of exceptional quality at an unusually low price. A size for every automobile.
HONG KONG HOTEL GARAGE.

For Automobile Radio Light and Power

MOTOR ROAD TO CANTON

A FEW MORE DETAILS.

It will be a comparatively easy matter to construct a motor-road to Canton by private enterprise, and to make it a paying proposition.

The scheme should interest motor-car dealers and the oil firms particularly, as it will undoubtedly give a tremendous impetus to their trade. It will benefit the whole country-side and indirectly help to reduce the cost of living by the increased facilities for bringing produce to the market.

The work can be done for under half a million dollars and I am personally prepared to subscribe a substantial proportion of this capital. All I desire now, before again approaching the Canton authorities, is to know that the proposition will be adequately supported if the preliminary details are satisfactorily arranged.

No money will be required until the plans are drawn up and approved.

Nothing can be fairer, more straight-forward or plainer than this.

I have already received a good many enquiries from business-men. Will others interested please communicate without delay with my Solicitor, with the office of this paper or with me personally?

ANDREW HARPER
P.O. Box 384. MOTOR CAR DEALER. P.O. Box 384.

MY SLOGAN IS:
STRAIGHT, TRUE & SQUARE
DEALING & GOOD SERVICE.

## MOTORING NOTES (CONTD.).

### A NEW SUPERCHARGER.

#### BETTER STARTING AND ACCELERATION.

#### ECONOMY OF FUEL.

A simple and practical supercharger is now on the automobile market.

The apparatus is not a "supercharger" in the sense that pressure is used to convert fuel into a finely atomized and highly combustible mixture, but the results obtained are similar.

P. J. F. Batenburg, inventor of the super-charger, says the device is applicable to automobile, aviation, marine and stationary engines.

"The real function of any supercharger," says Batenburg, "lies in breaking up the fuel more finely and in charging all cylinders evenly with a combustible and homogeneous mixture.

"The super-charger refines the output of the carburetor, checks the flow of raw fuel to the walls of the intake manifold, makes starting easier, affords better acceleration, produces better fuel economy, makes engines more flexible and increases all-round performance as a result of the better mixture characteristics."

There are no moving parts to the device. The super-charger or mixer acts as a safety check in preventing passage of raw fuel unmixed with air.

The liquid is taken off the walls of the manifold, mixed with air, the resultant mixture reversed and thrown back as into the centre of the air stream.

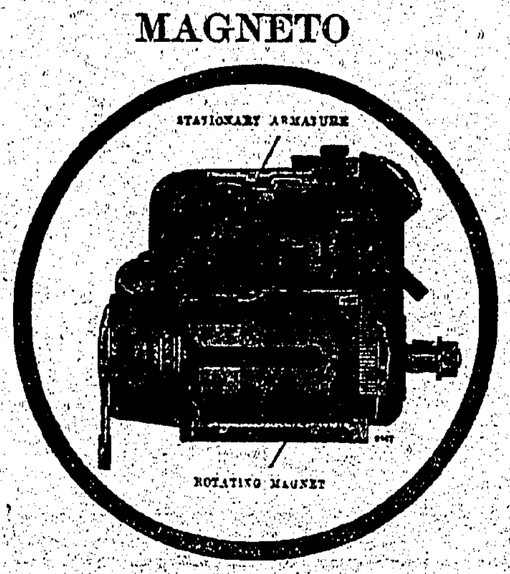
A "catch basin" saves much of the fuel that is ordinarily wasted. Superfluous fuel not immediately needed by the engine is trapped in the basin where it is available at once for rapid acceleration.

The results from the use of this device most quickly noticed are easier starting in cold weather, better acceleration, better fuel mileage, elimination to a great extent of crankcase oil dilution and better general engine performance.


PRINCIPLE OF THE

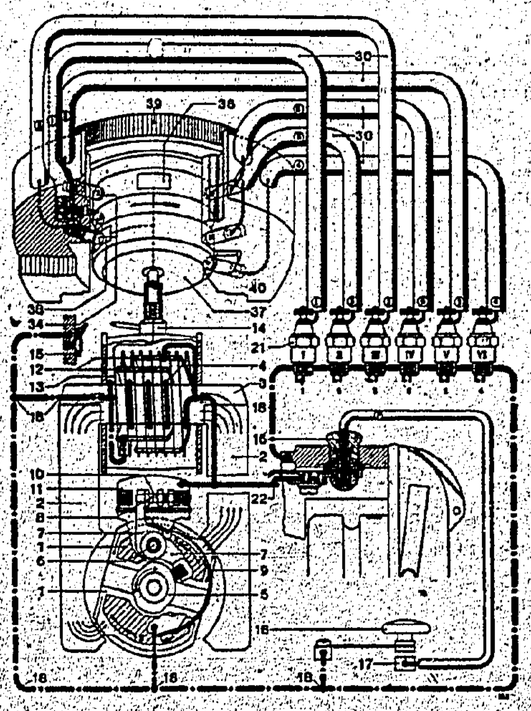
SCINTILLA

MAGNETO




Based on an entirely new principle of design and construction, the SCINTILLA Magneto offers the Motor Industry the finest ignition system engineering science has ever produced. Its *permanent magnet*, the most robust part in any magneto, *rotates*. The *delicate parts*, such as the contact breaker with its contact points and the armature, are *stationary*.

The characteristic of the SCINTILLA Magneto lies therefore in the complete inversion of the systems hitherto known, and the numerous advantages of this magneto must be realized.



STOCKS CARRIED

ALL MODELS & SIZES

SINGLE CYLINDER TO 12 CYLINDER

H.K. $65.00 to H.K. $155.00

THE HONG KONG HOTEL GARAGE

25, QUEEN'S ROAD CENTRAL

(THE HONG KONG AND SHANGHAI HOTELS, LTD.)


## A WELL MANNERED CAR.

### NEW PRESIDENT STRAIGHT EIGHT.

#### STUDEBAKER LUXURY PRODUCT.

A new Studebaker President, with a straight eight motor delivering 100 horsepower for speeds up to 80 miles an hour, now heads the Studebaker line of custom cars.

In the power and superlative performance of its motor, the beauty of its body lines, and the luxury and completeness of its appointments The President is one of the outstanding cars of the new automotive year.

Announcement of the new President brings to a climax a year during which Studebaker has won every official speed and endurance record for fully equipped stock cars regardless of power or price. The new straight eight was designed and built by the same staff of engineers responsible for Studebaker's impressive series of victories during the past year. It makes its first public appearance after two years of development work and testing in Studebaker's research engineering laboratory and Proving Ground.

**Fine Riding Qualities.**

The new President reveals no trace of radical change of design. While the car is new from start to finish, the engineers have followed only sound and thoroughly proved engineering practices. In doing so, they have produced a motor of great power and speed, and a chassis notable for easy handling, and fine riding qualities. Due to precision of workmanship and the Studebaker practice of running-in every motor on a dynamometer, The President may be driven 40 miles per hour even during its first 500 miles.

Six sedans and a limousine are offered: five and seven passenger sedans; five and seven passenger State Sedans, fitted with six wire wheels and tyres and many items of de luxe equipment; and a State limousine, also with 6 wire wheels and tyres.

**Graceful Lines.**

All models are distinguished for their harmonious combination of gracefully rounded contours with long, sweeping body lines emphasizing the low hung frame and the abundance of speed and power under the bonnet.

The familiar Studebaker radiator, somewhat narrower than before, is capped by the poised figure of Atalanta and flanked by big chromium-plated headlamps of special design. Full crown one piece mudguards have a distinctive flare in front and sweep back in a graceful curve. The two spare wire wheels of the State sedans are carried in the front mudguards. Separating bonnet and cowl is a brightly plated bead to which are attached cowl lamps that harmonize with headlamp design. All exterior bright work, including lights and bumpers, is chromium plated for greater beauty and longer wear.

Extending from cowl to rear quarter is a decorative panel finished in bright contrasting colour. This and long narrow windows set in deep reveals emphasize the low hung appearance of the new President. A trunk is mounted at the rear of five passenger models.

**The Interior.**

Every detail of the interior treatment of The President complements the richness of design characteristic of Studebaker's custom cars. Upholstery fabrics are rich broadcloth or mohair in shades harmonizing with the lacquer finish of the exterior. In seating arrangement and roominess The President strikes a new note of luxurious comfort. Seats are deep and wide, and the form fitting cushions are mounted on double deck pillow springs. Arm rests and silk assist cords add further to passenger comfort.

**Every Luxury.**

Distinctive among the interior fitments are door panels finished in antique walnut or lacquer and embellished with etched silver medallions. Dome and corner lamps, the former automatically operated by a concealed door switch, silk curtains for rear and quarter windows are additional appointments. An attractive vanity case and a smoking set with lighter are supplied with the 7-passenger Sedans, while ash receivers are included with the 5-passenger models.

**Front Seats.**

The same convenience and luxury characterize the front compartment. The facia board finished in two-tone antique walnut is equipped with a cigar lighter, and instruments are set in a panel framed by a beading of dull silver inlaid with enamel. The instruments are grouped in rectangular frames and indirectly illuminated. They include: eight day clock, ammeter, oil pressure gauge and electric fuel gauge, speedometer, engine thermometer. The horn

(Continued on next Column.)

## ECONOMICAL AND SMART.

### WHIPPET PRICE REDUCTIONS.

#### NOT A PRICE WAR.

The recent reduction in price of the Whippet cars, the tourer is now H.K. $1,625 with other models slightly higher, gives this car a great opportunity of securing a large part of the low priced light car market.

The manufacturers of the Overland Whippet point out that in addition to unprecedented low prices their car offers advantage in quality materials, modern design, superlative performance, comfort and beauty unequalled by any other light car at or near its price.

**A Smart Turn Out.**

Smart, compact bodies with fleet low lines distinguish all Whippet models. Low lines and the safety of low centre of gravity are achieved without sacrifice of interior roominess. An ingenious extension of the car's interior under the cowl gives unusually comfortable leg room for passengers in both front and rear seats. Remarkable riding qualities are secured in the Whippet through the use of fine quality springs, snubbers, and modern low-centre-of-gravity construction, without the addition of unnecessary inches of wheelbase and the attendant extra weight that cuts down petrol mileage. Thus the Whippet finds it possible to offer not only all the comfort of larger cars, but also superlative economy of petrol and oil.

**Comfort And Safety.**

The interior of all Whippet models is handsomely fitted. Exteriors are finished with durable lacquers in a variety of pleasing colour combinations.

The standard equipment provided in every car is very complete, including electric starter, magnetic speedometer, oil gauge, ammeter, motor-driven horn, cowl ventilator, automatic windscreen wiper, dash light, stop light, rear-view mirror, ignition lock, tyre carrier and extra rim, and complete set of tools.

(Continued on next Column).

Features particularly stressed in the presentation of the perfected Whippet are its large four wheel brakes, its 55 to 60 miles per hour speed, its fast acceleration (from 5 miles per hour to 30 miles per hour in 11 1/9 seconds), its unusually efficient engine with small bore and long stroke developing twice its rated horse power, yet securing for the owner a very low tax rate where this is based on piston displacement.

**Fuel Economy.**

Another feature to be mentioned is the engine's remarkable fuel economy of 25 to 30 miles per gallon in the hands of the ordinary driver—certainly a conservative claim for a car that holds the U.S.A. coast-to-coast record of 42.28 miles to the gallon.

The Whippet petrol tank is at the rear of the car, safely away from the engine. Full force-feed lubrication is used for the Whippet engine, so that the oil is carried under pressure to all main crankshaft bearings, connecting rod bearings and camshaft bearings. A positive spray from the connecting rods lubricates the rest of the engine parts.

**Ease In Handling.**

The Whippet standard selective sliding gear shift is easy to operate, and the sturdy steering mechanism permits easy steering. The Whippet will turn in a 17 foot radius and may be parked in a 14 foot curb space. Horn button and hand throttle with automatic spark control are conveniently located on the top of the steering wheel. The steering wheel itself is adjustable to the position most convenient for the driver. The Borg and Beck, single-plate dry disc clutch gives smooth reliable action.

There are 164 inches of springs under the Whippet—semi elliptic type, placed lengthwise of the body. Gabriel snubbers are used to absorb road shocks. The chassis is equipped for lubrication by the modern pressure grease gun method. The frame is braced by four cross members. The rear axle is semi-floating type with banjo-type housing easily adjusted without disassembly.

**Not A Price War.**

Mr. Willys, the president of the Willys Overland Company, says that the offer of these unusual car values at such low prices is not to be construed as indicating a price war.

"Our plans for a substantial reduction in Whippet prices have been under consideration for some time," he says. "All the manufacturing arrangements at the Willys-Overland factories have been made with this present situation in view. Important savings have been made in production costs. Costs which are usually put into the price of a car to cover service and replacement expense have been greatly reduced because of the trouble-free service which the Whippet has given to its more than 200,000 owners.

"The mechanical principle of the Whippet, established eighteen months ago remain unchanged and experimental costs have been eliminated. Sales have exceeded our original estimates, effecting savings through increased production.

"All these savings are being passed on to the buyer in new prices. We have in no manner tried to reach prices or lower prices set by other manufacturers. We have only put the price of the Whippet at the new low level made possible by our manufacturing program."

THE POPULARITY OF DUNLOP

is due to the fact that the tyres have done and are doing all that is claimed for them. On the track or on the road they give complete satisfaction and will continue to do so. You can rely on what we say about Dunlop in our public announcements and prove it for yourself, if they are on the car you buy.

DUNLOP RUBBER COMPANY, LIMITED,

FORT DUNLOP, BIRMINGHAM.

LOCAL BRANCH:

16A, DES VŒUX ROAD CENTRAL.






Goodyear has developed a vastly different type of tyre—a tyre designed and built to achieve greater traction, smoother going and longer, slower wear. Let these distinct advantages be yours—fit the new All Weather Tread Balloon.

*"Goodyear's Greatest Tyre"*

GOODYEAR

DISTRIBUTORS:

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PRINCE'S BUILDING, HONG KONG.

**WAITING FOR YOU IN ENGLAND**

**250 CARS**

**To choose from and a Guarantee to re-purchase**

Here are six definite and adequate reasons why you should get your car from Henlys, England's leading Motor Agents.

1. We guarantee to re-purchase any cars we sell on a definite and liberal basis.
2. Our stock is the largest and finest in England — including all types from £50.
3. Every one of our vast selection of used cars over £100 is guaranteed.
4. Our easy terms are positively unbettered and can be combined with our re-purchase terms.
5. Henlys' name and reputation is your complete protection.
6. Our chain of six depots and mighty resources are always at your disposal.

*Write to-day for booklet* (A).

**HENLYS**

ENGLAND'S LEADING MOTOR AGENTS.

Devonshire House, Piccadilly, W.1. Mayfair 3131. 91, 155-157, Oc. Portland St., W.1. Langham 1361 (10 lines). Grosvenor 1271.

1, 3 & 5, Peter Street, Manchester. Central 1780.


## CONSIGNEE NOTICES.

**HAMBURG-AMERIKA LINIE.**

NOTICE TO CONSIGNEES.

THE Steamship "HAVENSTEIN" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th March, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 14th March, 1928 at 10 a.m., by our Surveyors, Messrs Goddard and Douglas.

All Claims must reach us before 29th March, 1928, or they will not be recognized.

No Fire Insurance will be effected

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 8th Mar., 1928. [5989

**HAMBURG AMERIKA LINE.**

NOTICE TO CONSIGNEES.

THE M.V. "HAVELLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th March, 1928, will be subject to Rent.

All broken chafed, and damaged Goods are to be left the Godowns, where they will be examined on 13th March, 1928, at 10 a.m. by, our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 28th March, 1928, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 7th Mar., 1928. [5984

**NORDDEUTSCHER LLOYD, BREMEN.**

THE Motor Ship "FULDA" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 17th of March, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe at 10 a.m. on the 15th of March, 1928.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents, Norddeutscher Lloyd, Bremen.

Hong Kong, 10th Mar., 1928. [5997

## MOTOR NOTES.

### WONDERFUL OLD CAR.

In the Somme Department of France is a wonderful Panhard-Levasseur car which belongs to the Abbé Gavois of Belley-St.-Léonard. The car is 37 years old, of one h.p. only and is still running.

It is to continue its useful career by being sold by auction in aid of the funds which the Abbé proposes to collect to erect a monument to St. Christopher, the patron saint of motorists, across a main road in the war area. The car does a maximum speed of eight miles an hour and has proved its reliability by covering 200,000 miles, including a journey to Paris in order to be exhibited.

### A DANGEROUS HABIT.

Some few drivers of public vehicles have a very dangerous habit of backing either in or out of the car ranks with only a very cursory glance behind to see if the road is clear of pedestrians. This habit, which is fortunately rare, seems to be most prevalent in Chater Road and at the Star Ferry, two places where there are generally a large number of pedestrians and where caution is especially necessary. It is one of the most elementary principles of driving to make certain that the road is clear before putting the car in motion, and this is even more essential when the car is moving backwards and the view of the driver is to a large extent obscured.

### ROYAL VISITOR TO FIAT.

During his stay at Turin H. M. the King of Afghanistan paid a visit to the Lingotto Works of the Fiat Company, and carried out a detailed and interested inspection of the plant. Afterwards 200 cars of every type filed past His Majesty on the testing track, while Fiat aeroplanes circled overhead.

The king minutely examined the new model '520,' a car which is due to make its appearance in this Colony in the near future, and also inspected many of the lesser known products of the company, such as tanks, motor buses, and agricultural machines, of which last his country stands in need.

### TWO CAR FAMILIES.

Two private passenger automobiles are owned by 2,700,000 families in the United States, reports the California State Automobile Association. This is 10 per cent of the families in the Nation.

### ONE VIEW.

The wise motorists keep the best tires on the front wheels, according to Louis Shaw of the National Automobile Club service department. Little difficulty will be experienced in holding the car to the road until it can be stopped if a rear tyre blows out, Shaw explains.


*"For Our Way Is Your Way"*

*and the best way to get the maximum result from the money spent on transport, for business or pleasure, is to invest in an*

**Austin**

*Full details of all the models, from Austin "7" Touring and Saloon Model, to the Austin "20"*

*will be gladly given to all lovers of Cars who appreciate car value, and always insist on the best.*

**ALEX. ROSS & CO. (CHINA), LTD.**

Prince's Building and 1a, Chater Road.

Telephones: C. 27 and C. 2457.

[A.T.S.]


## THE OIL-ENGINE LOCOMOTIVE.

### IN EXPERIMENTAL STAGE.

### PROGRESS IN RUSSIA AND ENGLAND.

[BY DR. T. B. MORLEY.]

Oil has sometimes been used as a fuel for the steam locomotive instead of coal, notably during the stoppage in the coal industry in 1926. To adapt the locomotive for oil burning involved merely the fitting of suitable burners, oil storage tanks, and piping and valves for controlling supply to the burners. Recently, in suitable localities, oil has entered into competition with coal as a fuel for railroad traction in quite a different way. Oil locomotives have been introduced driven by an oil engine working on the internal combustion principle.

Even where oil is four times as dear as coal the fuel cost for the oil-engine locomotive is still only 50 to 60 per cent. of that for its steam-driven rival.

The question of water supply is also of importance. In countries where there are extensive arid tracts to be crossed by the railway, the provision of water for the ordinary non-condensing steam locomotive presents very serious difficulties. The internal combustion engine has the merit of requiring very little water, only enough to make up the slight losses from the cooling water circulated through the cylinder jackets.

**A Few Difficulties.**

The oil locomotive is very expensive, and very heavy; it is complicated and requires several auxiliary applicances, such as water coolers, and air compressors or electric accumulators for starting. Moreover, locomotive has to exert its maximum pull when starting, and starting against load is precisely a condition which the internal combustion engine cannot easily meet.

To design and construct an oil-engine locomotive to fulfil the exacting conditions of railway service as to reliability, ease of control, and low maintenance costs, as well as low fuel consumption and reasonable first cost, is no easy task. It has, however, been energetically tackled in recent years, and some noteworthy performances have been achieved.

**What Is Being Done.**

The Russian Soviet Government, advised by Professor Lomonosoff, ordered internal combusion locomotives with three types of transmission, one mechanical, one electrical, and one hydraulic. The last-named was not built but the other two were completed and tested. In the first, the transmission system is more or less on the lines of the clutch and gear-box familiar to motorists, though it is very massive. It includes four magnetic clutches, three of which are for gear-changing. The engine is a six-cylinder vertical Diesel, working on the four-stroke cycle with air injection. It develops 1,200 h.p. at 450 r.p.m. The engine is placed longitudinally on the locomotive frome, and, through the gearing, drives a jack-shaft placed transversely at the rear. The jackshaft transmits the power by coupling rods to the five driving axles.

The locomotive weighs 181 metric tons (including four tons of fuel oil): it can pull a train of 1,330 tons at eleven miles an hour on an incline of 1 in 100, and can attain higher speeds on the level or with lighter loads. In the second locomotive the Diesel engine, of the same power as the first, drives an electrical direct-current generator, which supplies current to five motors, geared to the five driving axles. This locomotive made a successful test journey of 1,700 miles with a train of 1,400 tons, and has since given good service. There are several other successful oil-electric locomotives and rail-cars in Europe and America.

British firms are by no means unrepresented in this new field. Messrs. Beardmore have supplied several oil-electric rail-cars for service in Canada. Their engine is a high-speed heavy-oil engine with airless injection, and is remarkably light in relation to its power. Train speeds up to sixty miles an hour are obtained, and the running costs are low. The rapid acceleration of the Beardmore rail-cars has added to their success in short-distance traffic. This firm is engaged on a much larger locomotive with two oil engines each of 1,500 h.p., intended to draw a 750-ton passenger train at speeds up to 70 miles an hour or a freight train of 3,000 tons at slow speed.

## PASSENGERS.

**Arrivals.**

Per s.s. *Sphinx*, from the North, for Hong Kong:—M. N. C. Brown, M. L. V. Lang, M. C. C. Todd, Mr. and Mrs. Goldenberg, M. S. G. Beikin, M. A. L. Hopetoun, Soeurs Marie Aimée et Camille.

**Departures.**

European passengers per s.s. *Sphinx*, sailed on March 13th:—Capt. J. G. Dyson, Capt. F. M. Sharp, Mr. G. N. Sparva, Mr. and Mrs. E. J. Audiffret, Capt. I. D. Erskine, Capt. H. L. Graham, Mr. G. E. Schweitzer, Mr. Gus Leondis, Mr. and Mrs. Bonnaud, Mrs. A. Luna de San Pedro, Mr. J. Biu, Mr. R. Le Mineur, Mr. F. Dubois, Mr. J. de Oliveira, Mr. F. Le Bongne.

Per A.M.L. liner *President Jefferson*, left Hong Kong for San Francisco, on March 13th:—Mr. C. H. Benson, Mr. E. Q. Cooper, Mr. H. P. Grane, Miss F. M. Fox, Mrs. I. Glader, Mr. and Mrs. A. T. Gillespie, Mr. G. M. Heaphy, Mrs. K. Janes, Mr. Roger Magrin, Mr. F. R. Maass, Mrs. V. Nickells, Mr. and Mrs. O. Pruessman, Miss Margaret Pruessman, Mr. F. A. Small, Mr. H. A. Smith, Miss H. N. Taylor, Mr. Frank Delkhoff, Mr. George E. Reich, Mr. and Mrs. H. P. Kreibgiel, Mrs. A. P. Drakeford, Miss Clare L. Drakeford, Dr. and Mrs. Leonard Freeman, Mrs. Ada C. Herron, Dr. and Mrs. Josiah N. Hall, Mr. C. A. Slingerland, Mr. George E. Zeigler, Mr. Carl Hess, Mr. G. R. Horner, Mr. G. H. Murrin, Bishop and Mrs. C. B. Mitchell, Mr. M. H. Peterson, Miss Lee King Haw, Miss Maude Klatt, Mr. D. R. Stevenson, Mrs. and Miss Lee, Misses Ho (two), Mr. Chai Sum, Miss M. Elder, Mrs. L. T. Ellis, Mrs. L. Shaw, Lt.-Col. A. D. Radcliffe, Mrs. Kum Shee, Mrs. Chee Shee, Mr. Leo Tai Tung, Mr. Hung Lai Sang, Mr. To Yook, Mr. Chan Chung Min, Mr. C. J. Clackett, Mr. Luk Man Cheung, Mr. S. Y. Cattee, Mr. F. Haddad, Mr. Geo. Macksoud, Mr. and Mrs. A. W. Hogan, Mr. and Mrs. Choy Wai Hung, Mr. and Mrs. Yim Chik Fong, Mrs. Yim, Mrs. Yim, Mrs. M. L. Look, Master Look, Mr. Y. Chan, Mr. J. D. Watt, Mr. H. M. Muir, Mr. Y. Chen, Mr. V. Chan, Mr. Sau F. Cheng, Mrs. Chang W. Cheng, Mr. Chan Tatt Ng, Mr. Foon-Yin Fan, Mr. Yim Yau Ching, Mr. Poon Cheung Sang, Mr. W. C. Murray, Mr. T. A. Rendell, Mrs. Long Man Fook, Mrs. Kan Pun Shi, Mrs. Kan Li Shi, Miss Kan, Mr. Ho Mon Hon, Mr. Huang Yee Sin, Mr. and Mrs. Bolsius, Mr. Hee Sin Man, Mr. M. S. Shek, Mr. J. Y. Lum, Mr. Wong Tat Ming, Mr. Chan Ning Fai, Mrs. J. F. Rhame, Mr. Chan Chung Min, Mrs. Kan Wong, Mrs. Wood, Mr. Ho Kin Hung, Mrs. B. M. Fleming, Miss M. Fleming, Miss A. R. Monie, Mr. F. Hoffmann, Mr. T. Miyai, Mr. and Mrs. A. J. Pita, Mme. C. Drevet, Miss E. Pye, Mrs. Poon Hung Hong, Miss R. A. Matthews, Mr. and Mrs. H. Bell, Mrs. S. Buchan, Miss S. Buchan, Mr. J. L. Coddington, Mr. J. F. Wills, Miss R. Cowdry, Mr. Leong Hin, Mr. Fun Ming Cho, Mr. Lee Wee, Mrs. Chin Shee, Mr. Tang Kam Young, and Miss L. J. Richardson.

The R.M.S. *Empress of Russia* arrived at Kobe yesterday at 1.30 p.m. and leaves to-day at noon. She is due at Yokohama to-morrow at 6 p.m.

## MAJOR CAMPBELL ENTERTAINED.

### LUNCH TO FAMOUS BRITISH RACING MOTORIST.

### AMERICAN RIVALRY.

[THROUGH REUTER'S AGENCY.]

LONDON, March 12th.

Major Malcolm Campbell, British holder of the world's motor record, was accorded a wonderful reception on his return from America.

A luncheon was given in his honour to-day at which Sir Charles Wakefield, the donor of the 1,000 guinea trophy which Major Campbell won for Great Britain, presided. There was a most representative gathering, and it was made the occasion for the expression of Anglo-American goodwill in sporting rivalry.

The American Ambassador (Mr. A. B. Houghton) in warmly congratulating Major Campbell, at the same time warned him to sleep with one eye open as America intended to wrest fror him the Wakefield trophy.

Sir William Joynson-Hicks, Home Secretary, acclaimed Major Malcolm Campbell as a companion of Drake and Frobisher and emphasised that he won the coveted trophy with a British engine, British tyres, British pluck and British sportsmanship.

## CAPTAIN HINKLER HONOURED.

### GRANT FROM AUSTRALIAN GOVERNMENT.

### AWARDED AIR FORCE CROSS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 12th.

His Majesty has awarded the Air Force Cross to Captain Bert Hinkler, the Australian flier, who made a wonderful trip from Croydon to Australia in 15 days in a light 30 h.p. aeroplane.

The Australian Commonwealth has granted £2,000 to the airman, while in addition Hinkler has received cheques of £900 and £600 raised by Australian newspapers by public subscription.

## PREPARATORY DISARMAMENT CONFERENCE.

### TURKEY TO PARTICIPATE.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE, March 12th.

The Government has decided to accept the invitation to participate in the meeting of the Preparatory Disarmament Conference on March 15th.

The delegation will consist of the Foreign Commissar, Tewfik Rushdi Bey; a military adviser, and the Turkish Minister at Berne.

## LIQUID FUEL FROM COAL.

### EXPERIMENTS GIVE GOOD RESULTS.

### SUPPLY PROSPECTS.

A prophecy, the fulfilment of which may revolutionise the position of the coal industry and completely alter the world's estimate of the value of petroleum, has been made by the Committee of the Privy Council for Scientific and Industrial Research, whose report for 1926-1927 has just been issued.

"For the first time," the report states, "we can envisage on the sure basis of experimental results the production from coal of liquid fuel in sufficient quantity to supply all the requirements of motor transport should natural supplies of petroleum fail."

At the same time the Committee makes the qualification that it remains to be seen whether this new industry can be established on a large commercial scale before the natural resources are insufficient to supply the increasing demand for liquid fuels.

The conversion of coal into light petroleum products by a new process is now being developed in Germany on a commercial scale, and as a result of the arrangement entered into 18 months ago by the Department of Scientific and Industrial Research with Dr. Bergius and the British Bergius Syndicate, a number of experiments has been carried out at Rheinau on the treatment of selected British coals with hydrogen under high pressure at moderately high temperatures.

**Commercial Value.**

"The experiments, which have been confirmed by other investigations at the Fuel Research Station," the report continues, "have shown beyond doubt that by such treatment a large proportion of the coal substance can be converted into liquid fuels. The information in the possession of the Department does not, however, make it possible to assess the commercial value of these developments, which we are glad to learn, are being followed up energetically by the British chemical industry."

**Your Own Room**

Genuine comfort and every modern convenience attend you in your stateroom aboard President Liners. You will be delightfully pleased with the luxury and hominess of your accommodations.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners.

The public rooms are luxuriously appointed and inviting.

All staterooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances,—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

**WEEKLY TRANS-PACIFIC SERVICE**

| To SAN FRANCISCO and LOS ANGELES<br>*The Sunshine Belt via Honolulu*<br>Fortnightly sailings on Tuesdays | | To SEATTLE and VICTORIA<br>*The Short, Straight Route to America*<br>Fortnightly sailings on Wednesdays | |
|---|---|---|---|
| Pres. Lincoln | Tues., Mar. 27th | Pres. Grant | Wed., Mar. 21st |
| Pres. Madison | Tues., Apr. 10th | Pres. Cleveland | Wed., Apr. 4th |
| Pres. Jackson | Tues., Apr. 24th | Pres. Pierce | Wed., Apr. 18th |
| Pres. McKinley | Tues., May 8th | Pres. Taft | Wed., May 2nd |

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

**To EUROPE and NEW YORK**
**ROUND THE WORLD**
(Fortnightly sailings on Tuesdays via Manila, Sumatra, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, Boston and New York.

| | | | |
|---|---|---|---|
| Pres. Adams | Sun., Mar. 25th | Pres. Monroe | Sun., May 6th |
| Pres. Garfield | Sun., Apr. 8th | Pres. Wilson | Sun., May 20th |
| Pres. Harrison | Sun., Apr. 22nd | Pres. Van Buren | Sun., June 3rd |

**To MANILA**

| | | | |
|---|---|---|---|
| Pres. Lincoln | Mar. 19th, 6 p.m. | Pres. Madison | Apr. 2nd, 6 p.m. |
| Pres. Adams | Mar. 25th, 6 p.m. | Pres. Garfield | Apr. 8th, 6 p.m. |
| Pres. Cleveland | Mar. 27th, 6 p.m. | Pres. Pierce | Apr. 10th, 6 p.m. |

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**Dollar Steamship Line and American Mail Line**

**KONINKLYKE PAKETVAART MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE MOTOR VESSEL

**"CREMER"**

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 15th March, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents:—

**JAVA-CHINA-JAPAN-LIJN.**

Telephone 1574. YORK BUILDING, CHATER ROAD. [13


## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 13th.

| | Previous Day at 2 p.m. | On Date at 8 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer | 30.01 | 30.09 | 30.10 |
| Temperature | 62 | 59 | 58 |
| Humidity | 81 | 76 | 85 |
| Wind— | | | |
| Direction | ENE | ENE | East |
| Force | 4 | 5 | 4 |
| Weather | O | O | O |
| Rain | 0.01 | 0.60 | 0.01 |

Highest open-air Temperature, 12th: 68
Lowest open-air Temperature, 13th: 58

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

## HONG KONG TIDE TABLE.

From March 14th to 20th, 1928.

| Day of Week | Date of Month | High Water: Hong Kong Standard Time | Height | Low Water: Hong Kong Standard Time | Height |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft. in. |
| Wed. | 14 | m 4 34 | 3 8 | m 0 31 | 3 7 |
| | | 1 56 a | 5 3 | 10 56 a | 2 7 |
| Thur. | 15 | No infor. | high | nor Low | wat. |
| | | 3 3 a | 5 9 | | |
| Fri. | 16 | 4 18 a | 6 1 | m 0 9 | 2 3 |
| | | No infor. | high | nor Low | wat. |
| Sat. | 17 | 5 27 a | 6 5 | m 1 1 | 1 8 |
| | | No infor. | high | nor Low | wat. |
| Sun. | 18 | m 3 32 | 4 2 | m 1 20 | 1 4 |
| | | 6 29 a | 6 9 | 0 4 a | 3 9 |
| Mon. | 19 | m 3 45 | 4 5 | m 2 14 | 1 0 |
| | | 7 28 a | 7 3 | 1 8 a | 3 4 |
| Tues. | 20 | m 3 2 | 4 8 | m 2 47 | 0 6 |
| | | 8 19 a | 7 5 | 2 3 a | 3 9 |

# CHINA NAVIGATION
COMPANY, LIMITED.

| | | | | |
|---|---|---|---|---|
| Swatow & Singapore | "KINGYUAN" | On 14th | Mar., | Noon |
| Shanghai | "NINGPO" | On 14th | Mar., | 4 p.m. |
| Shanghai, Chefoo & Newchwang | "NANCHANG" | On 15th | Mar., | 7 a.m. |
| Swatow & Shanghai | "LINAN" | On 15th | Mar., | 8 a.m. |
| Port Redon | "TAIKOUWANYI" | On 15th | Mar., | 10 a.m. |
| Hoihow, Pakhoi & Haiphong | "TSAN" | On 16th | Mar., | Noon |
| Shanghai & Tsingtao | "SINKIANG" | On 17th | Mar., | 7 a.m. |
| Swatow, Shanghai & Dalny | "KANCHOW" | On 18th | Mar., | Noon |
| Swatow & Bangkok | "KAYING" | On 18th | Mar., | Noon |
| Hoihow & Bangkok | "CHINHUA" | On 18th | Mar., | Noon |
| Amoy, Swatow & Singapore | "ANHUI" | On 19th | Mar., | 7 a.m. |
| Amoy, Shanghai & Tsingtao | "SZECHUEN" | On 19th | Mar., | 6 p.m. |
| Shanghai | "HUPEH" | On 21st | Mar., | 7 a.m. |
| Swatow & Shanghai | "ICHANG" | On 22nd | Mar., | 8 a.m. |
| Weihaiwei, Chefoo & Tientsin | "KUEICHOW" | On 23rd | Mar., | 4 p.m. |
| Shanghai & Tsingtao | "SUNNING" | On 24th | Mar., | 7 a.m. |
| Amoy, Swatow & Singapore | "ANKING" | On 25th | Mar., | 9 a.m. |
| Swatow & Bangkok | "KALGAN" | On 25th | Mar., | Noon |
| Amoy, Swatow & Singapore | "ANTUNG" | On 1st | Apr., | 9 a.m. |
| Swatow & Bangkok | "KWANGCHOW" | On 1st | Apr., | Noon |
| Weihaiwei, Chefoo & Tientsin | "HUICHOW" | On 3rd | Apr., | 4 p.m. |

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
$60 SINGLE AND $90 RETURN.
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TELEPHONE CENTRAL 38.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE [6

# AUSTRALIAN-ORIENTAL LINE,
LIMITED.
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HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

| STEAMERS | DUE HONG KONG ON OR ABOUT | SAILING HENCE ON OR ABOUT |
|---|---|---|
| TAIPING | In Port | 16th March |
| CHANGTE | 6th April | 13th April |
| TAIPING | 11th May | 18th May |
| CHANGTE | 8th June | 15th June |

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
TELEPHONE: CENTRAL 36. Agents. [5

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"BLUE FUNNEL LINE"
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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
Sailings from Hongkong.

| | | | |
|---|---|---|---|
| s.s. "CITY OF DURHAM" | Via Suez Canal | 18th March |
| s.s. "CITY OF BOMBAY" | Via Suez Canal | 20th April |
| s.s. "CITY OF EASTBOURNE" | Via Suez Canal | 18th May |

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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HONG KONG & CANTON. JARDINE, MATHESON & Co., LTD., CANTON. [21

# PRINCE LINE
IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK

| | |
|---|---|
| M.V. "MALAYAN PRINCE" | 20th March |
| M.V. "ASIATIC PRINCE" | 13th April |

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
Telephone: Central 3185. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

# M. M.
MESSAGERIES MARITIMES
MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K., HAMBURG & ROTTERDAM.

From Marseilles

| | |
|---|---|
| ANDRE LEBON | 27th Mar. |
| CHENONCEAUX | 10th Apr. |
| ATHOS II | 24th Apr. |

From Dunkirk, Antwerp, London

| | |
|---|---|
| D. P. BENOIT (Cargo) | 24th Mar. |
| CAPT. FAURE (Cargo) | 21st Apr. |

For Shanghai, Japan and North China

| | |
|---|---|
| D. P. BENOIT (Cargo) | 24th Mar. |
| CAPT. FAURE (Cargo) | 21st Apr. |

For Shanghai and Japan

| | |
|---|---|
| ANDRE LEBON | 27th Mar. |
| CHENONCEAUX | 10th Apr. |
| ATHOS II | 24th Apr. |

For Marseilles

| | |
|---|---|
| PORTHOS | 27th Mar |
| PAUL LECAT | 10th Apr. |
| ANDRE LEBON | 24th Apr |
| CHENONCEAUX | 8th May |

For Rotterdam, Hamburg, Dunkirk
YANG TSE (Cargo)...1st week Mar.

For full Particulars apply to—
Cie des MESSAGERIES MARITIMES,
Telephones C. 561 and 740. 8, Queen's Buildings. [3


# Shipping News
Arrivals and Departures, etc.

## ARRIVALS.

March 11th.

*Lee On*, Chinese str., 729 tons, Capt. Kwok Kau, from Canton, lying at Yaumati.—Hop On S.S. Co.

March 12th.

*Ceylon Maru*, Japanese str., 2,993 tons, Capt. T. Saito, from Singapore, which port she left on March 5th, with a general cargo, lying at Kowloon Wharf. —N.Y.K.

*Cheong Shing*, British str., 1,256 tons, Capt. T. Croft, from Weihaiwei, which port she left on March 7th, with a general cargo, lying at buoy No. C33.—Jardine, Matheson & Co.

*Chiping*, Chinese str., 1,919 tons, Capt. E. Waitneek, from Lungkow and Dairen. The latter port she left on March 6th, with beans and vermicelli, lying at buoy No: A28.—M.B.K.

*Glensanda*, British str., 4,068 tons, Capt. F. Waite, from Shanghai, which port she left on March 9th, with a general cargo, lying at buoy No. A8.—Jardine, Matheson & Co.

*Taiyei Maru*, Japanese str., 1,960 tons, Capt. J. Aoshima, from Wakamatsu and Sakito, with a cargo of coal, lying at buoy No. C49.—Y.K.K.

*Tonglee*, Chinese str., 882 tons, Capt. M. Sakamoto, from Dairen and Tsingtau. The latter port she left on March 7th, with bean oil and general cargo, lying at buoy No. C44.—Ching Kee & Co.

*Yuen Sang*, British str., 1,983 tons, Capt. J. H. Ferguson, from Singapore, which port she left on March 7th, with a general cargo, lying at buoy No. A27.—Jardine, Matheson & Co.

March 13th.

*Chinhua*, British str., 1,355 tons, Capt. C. H. Walker, from Bangkok, which port she left on March 4th, with a general cargo, lying at buoy No. B23.—B. & S.

*Harunasan Maru*, Japanese str., 1,857 tons, Capt. S. Imai, from Samarinda, which port she left on March 6th, with a cargo of coal, lying at buoy No. B56.—M.B.K.

*Hong Hwa*, British str., 1,924 tons, Capt. D. M. May, from Penang and Singapore. The latter port she left on March 6th, with a general cargo, lying at Stonecutters.—Seng Soon Hong.

*Limchow*, French str., 1,416 tons, Capt. P. B. Morganti, from Hoihow, with a general cargo, lying at buoy No. C43.—Sing Kee.

*Malay Maru*, Japanese str., 3,250 tons, Capt. T. Kumamoto, from Muroran *via* Miike. The latter port she left on March 7th, with a cargo of coal, lying at buoy No. A25.—M.B.K.

*Nam Sang*, British str., 2,591 tons, Capt. F. Mooney, from Singapore, which port, she left on March 6th, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

*President Grant*, American str., 8,405 tons, Capt. D. C. Austin, from San Francisco and Shanghai. The latter port she left on March 11th, with a general cargo, lying at Kowloon Wharf. —American Mail Line.

*Sphinx*, French str., 6,724 tons, Capt. Angelvin, from Shanghai, which port she left on March 10th, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.

*Tai Poo Sek*, French str., 1,219 tons, Capt. P. Maternati, from Kwong Chow Wan, with a general cargo, lying at buoy No. C39.—Shun Cheong S.S. Co.

*Tjiliwong*, Dutch str., 3,061 tons, Capt. J. Adriaanse, from Amoy, with a general cargo, lying at Stonecutters.—J.C.J.L.

*Yangtsze*, French str., 5,010 tons, Capt. Anlonini, from Shanghai, which port she left on March 10th, with a general cargo, lying at buoy No. A52.—Messageries Maritimes.

## PASSENGERS.

Arrivals.

Per s.s. *President Grant*, from Los Angeles and Shanghai, for Hong Kong:—Miss Jessica Brainerd, Mr. and Mrs. Esra D. Bushnell, Mrs. Peter Boyd, Mr. C. K. Chan, Mr. and Mrs. Howard Gilmore, Mr. W. P. Hacker, Mr. G. F. Jones, Mr. and Mrs. Tom King, Master Tom King, Mr. A. M. Macauly, Mr. and Mrs. G. Manwaring, Mr. S. P. Mah, Master John Priger, Mrs. F. C. Spenser, Mrs. N. Schoeder, Mr. and Mrs. John H. Semon, Mr. P. H. Suckling, Mr. S. W. Tsai, Mr. Y. C. Woo.

## CLEARANCES.

March 13th.

*Ceylon Maru*, for Moji.
*Chang Chow*, for Shanghai.
*Chung Kong*, for Tourane.
*Derwent*, for Singapore.
*Fook Sang*, for Singapore.
*Glensanda*, for Singapore.
*Harunasan Maru*, for Whampoa.
*Hong Hwa*, for Swatow.
*Menado Maru*, for Hoihow.
*Mikage Maru No. 11*, for Shanghai.
*Oakridge*, for Kobe.
*President Grant*, for Manila.
*Shiu Hing*, for Macao.
*Sphinx*, for Saigon.
*Sumida Maru*, for Anping.
*Taikwa Maru*, for Swatow.
*Tak Hing*, for Autau.
*Tjimanoek*, for Amoy.
*Tjiliwong*, for Billiton.
*Yangtsze*, for Colombo.
*Yat Shing*, for Canton.
*Yuen Sang*, for Hongay.

## TYPHOON IN GULF OF SIAM.

KEPONG'S TERRIBLE EXPERIENCE.

OUT OF CONTROL FOR FIVE HOURS.

The *Siam Observer* of February 29th gives a very interesting account of the great struggle of the s.s. *Kepong* with a typhoon encountered on her way from Singapore to Bangkok. Our contemporary states:—

For a time the *Kepong* was absolutely helpless through damage to her steering gear, and but for the fortuitous circumstance that for a period the storm abated somewhat, there is every reason to believe she would have been lost.

In latitude 7.25 N., longitude 103 E. at 4 a.m. on Friday, she encountered what can only be characterised as a typhoon, a most unusual occurrence in the Gulf, and it was then that her steering gear was damaged.

**Steering Gear Carried Away.**

According to Captain Burton, she left Singapore on February 20th and bad weather was encountered as soon as she passed the Horsburgh Lighthouse. Wind and seas increased with continuous rains up till February 24th, when the storm rose to its height, the wind backing from N.N.E. to W. and S.W.

During this time the vessel's starboard boat was badly smashed, the steering gear was carried away and No. 1 derricks broke adrift and were smashed. Even the malthoid roofing of the bridge and aft-houses was blown off by the force of the wind.

**Out Of Control.**

The ship lay five hours out of control while the steering gear was being repaired, after which the steamer was able to proceed on her voyage, arriving here with a tired and weary crew. Fortunately there was no loss of life.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN

| STEAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR |
|---|---|---|---|---|
| TJILIWONG | AMOY & N. C. | In Port | 14th Mar. | MACASSAR & JAVA |
| TJISONDARI | BATAVIA | 15th Mar. | 18th ,, | AMOY, S'HAI, K'LUNG |
| TJISAROEA | S'HAI., K'LUNG. & AMOY | 19th ,, | 21st ,, | BATAVIA |
| TJIBODAS | JAVA, MANILA | 19th ,, | 21st ,, | SWATOW & MANILA |
| TJITAROEM | JAVA, MACASSAR | 26th ,, | 27th ,, | AMOY & N. CHINA |
| TJISALAK | AMOY & N. C. | 26th ,, | 28th ,, | BATAVIA |
| TJIKEMBANG | BATAVIA | 29th ,, | 1st Apr. | AMOY, S'HAI, K'LUNG |
| TJISONDARI | S'HAI., K'LUNG. | 2nd Apr. | 4th ,, | BATAVIA |
| TJILEBOET | JAVA, MACASSAR | 9th ,, | 10th ,, | AMOY & N. CHINA |
| TJIMANOEK | AMOY & N. C. | 9th ,, | 11th ,, | MACASSAR & JAVA |
| TJIKARANG | BATAVIA | 12th ,, | 15th ,, | AMOY, S'HAI, K'LUNG |

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
10] JAVA-CHINA-JAPAN LIJN.

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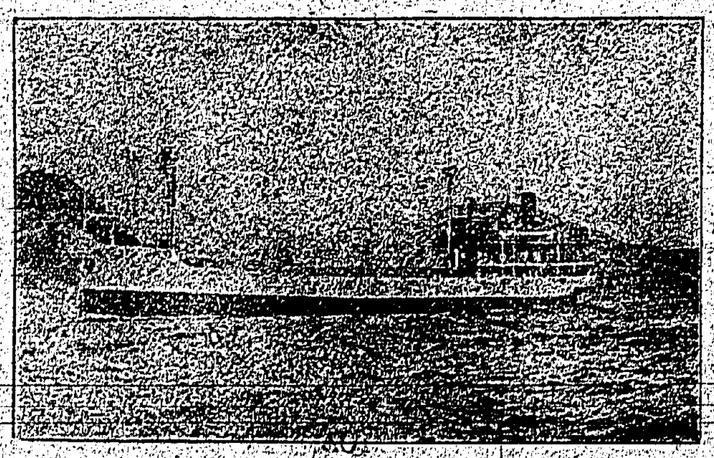

TWIN SCREW MOTOR VESSEL "PALAWAN."
Built and Motors installed by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of Mr. M. J. OSSORIO, Manila, for service in the Philippines.
Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

# INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS

| TO | STEAMSHIP | DATE |
|---|---|---|
| TSINGTAU via SWATOW & SHANGHAI | "FOOSHING" | Sun., 18th Mar., at 7 a.m. |
| | "CHAKSANG" | Tues., 20th Mar., at 7 a.m. |
| | "KWONGSANG" | Sun., 25th Mar., at 7 a.m. |
| | "HOPSANG" | Wed., 28th Mar., at 7 a.m. |
| OSAKA via AMOY, MOJI & KOBE | "NANSANG" | Thurs., 15th Mar., at 7 a.m |
| OSAKA via AMOY, S'HAI, MOJI & KOBE | "KUTSANG" | Wed., 21st Mar., at 7 a.m. |
| CANTON | "CHAKSANG" | Wed., 14th Mar., at 9 p.m. |
| STRAITS & CALCUTTA | "FOOKSANG" | Wed., 14th Mar., at 10 a.m. |
| | "HOSANG" | Fri., 23rd Mar., at 3 p.m. |
| SANDAKAN | "HINSANG" | Thurs., 29th Mar., at 3 p.m. |
| TIENTSIN | "CHEONGSHING" | Sun., 18th Mar., at 4 p.m. |
| HONGAY | "YUENSANG" | Wed., 14th Mar., at Noon |

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS
TELEPHONE: CENTRAL No. 215. [8

# GLEN LINE.
FARE: HONG KONG TO LONDON £82.
TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

| | | | |
|---|---|---|---|
| Steamship "GLENSANDA" | (via Oran) | ... | 17th March |
| Motor Vessel "GLENLUCE" | (via Oran) | ... | 11th April |
| Motor Vessel "GLENGARRY" | (via Oran) | ... | 2nd May |

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

| | | | |
|---|---|---|---|
| Motor Vessel "GLENGARRY" | ... | ... | 19th March |
| Motor Vessel "GLENTARA" | ... | ... | 6th April |
| Motor Vessel "GLENSHIEL" | ... | ... | 12th April |
| Steamship "CARNARVONSHIRE" | ... | ... | 27th April |
| Motor Vessel "GLENBEG" | ... | ... | 10th May |

For Freight, Passage and further Particulars, apply to
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD. [9

# NDL
NORDDEUTSCHER LLOYD
BREMEN
FAR EASTERN PASSENGER & FREIGHT SERVICE.
FARE FROM HONG KONG TO GENOA:
Cabin class ... ... £73. Intermediate class ... £48.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:
Cabin class ... ... ... ... ... ... £80.
NEXT HOMEWARD SAILINGS:
Pass. M.V. "FULDA" ... ... departure 7th April.
Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.
NEXT OUTWARD SAILINGS:
Freight S.S. "Ansgir" ... ... ... due here 23th March
Pass. S.S. "TRIER" ... ... ... due here 9th April
Passenger steamers sailing via Shanghai to North China Ports.
Freight steamers sailing via Shanghai to Japan and North China Ports.
MELCHERS & CO.,
AGENTS: HONG KONG.
Telephone C. 4557. 5, Chater Road. Queen's Building.

# DOUGLAS STEAMSHIP CO.,
LIMITED.
HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)
HAIHONG ... ... Friday, the 16th March, at 3 p.m.
Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
8] General Managers.

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*To the United States—*
*To Canada!*
**9 Days Across from Japan**

NO long drawn out ocean trip but *varied*.....sea journey with rail..... cool and comfortable! Shortest route across the Pacific.....from Japan! Shortest across America! Shortest across the Atlantic! And at each transfer, only a step from steamer to train. *Empress of Canada, Empress of Asia and Empress of Russia* are largest and fastest liners across the Pacific. 17 days from Hong Kong. 14 days from Shanghai. 9 days from Yokohama. Then, at Vancouver.....through the thrilling Canadian Pacific Rockies....."Fifty Switzerlands in One."

The Atlantic Empresses and Cabin Class Ships sail from Montreal and Quebec. 1,000 sheltered miles on the St. Lawrence.....then about 4 days open sea....to Liverpool, Southampton, Belfast, Queenstown, Cherbourg, Antwerp, Hamburg. This Service, combined with the Pacific, Railway and Hotel Services en route.....offer you, or members of your family travelling alone.....the utmost in comfort and solicitous personal attention. All one management.....Canadian Pacific.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES
£120, £112, £110, £102, £93, VIA SAN FRANCISCO.
G$440, G$420 VIA JAPAN AND SEATTLE.

**SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.**
TAIYO MARU ... ... ... Tuesday, 20th Mar.
TENYO MARU ... ... ... Tuesday, 3rd April

**LONDON via Singapore, Suez, Marseilles & Ports.**
KASHIMA MARU ... ... Saturday, 24th Mar.
HAKONE MARU ... ... ... Saturday, 7th April

**SYDNEY & MELBOURNE via Manila & Ports.**
TANGO MARU ... ... ... Wednesday, 21st Mar.
AKI MARU ... ... Wednesday, 25th April

**BOMBAY via Singapore, Penang & Colombo.**
† TOKUSHIMA MARU ... ... Friday, 16th Mar.
† GENOA MARU ... ... ... Wednesday, 28th Mar.

**SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.**
ANYO MARU ... ... ... Thursday, 15th Mar.

**SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.**
HAKATA MARU ... ... ... Tuesday, 10th Apr.

**NEW YORK and/or BOSTON via PANAMA.**
† MAYEBASHI MARU ... ... ... Tuesday, 27th Mar.

**LIVERPOOL via Singapore, Colombo, Port Said & Ports.**
† LIMA MARU ... ... ... Thursday, 12th April

**CALCUTTA via Singapore, Penang & Rangoon.**
† NAGATO MARU ... ... ... Tuesday, 20th Mar.

**NAGASAKI, KOBE & YOKOHAMA.**
AKI MARU ... ... ... Friday, 16th Mar.

**SHANGHAI, KOBE & YOKOHAMA.**
FUSHIMI MARU ... ... Monday, 19th Mar.
† TSURUGA MARU ... ... Wednesday, 21st Mar.
† Cargo only.

For further information, apply to—
**NIPPON YUSEN KAISHA.**
Telephones: Central No 293 (Private exchanges to all Depts.). [7



## THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "ASIA"
will be loading for PORT SAID, HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS
**On or about 5th April.**

| | Further Sailings | Loading for Shanghai and Japan Ports on | Loading for Continental Ports on |
|---|---|---|---|
| M.S. "Afrika" | — | 6th April | 30th April |
| M.S. "Malaya" | — | 27th April | 31st May |
| M.S. "Danmark" | — | 26th May | 30th June |

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
**JOHN MANNERS & CO., LTD.**
Agents.
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# Shipping News

Daily Statement, Waterfront News, etc.

## YESTERDAY'S FREIGHT RETURNS.

### LOW CARGO RETURNS.

### JAPANESE VESSELS BEST CARRIERS.

There were sixteen arrivals and seventeen departures during the 24 hours ended at 9 a.m. yesterday and general merchandise for Hong Kong, and cargoes carried through for ports beyond, were fair.

The total amount of general freights discharged for Hong Kong amounted to 13,516 tons, and four British vessels, contributed 1,370 tons. Two Japanese vessels were the best carriers. The *Malay Maru* arriving from Mororan and Muike discharged 5,500 tons of general cargo, and the s.s. *Taiyei Maru* had 2,906 tons from Wakamatsu and Karatsu. Through freights totalled 13,156 tons, of which four British steamers contributed 4,079 tons. The two best returns were shown by the s.s. *Ceylon Maru* (Japanese) from Calcutta and Singapore with 4,849 tons, and the *Sarvistan* (British) with 3,362 tons of general cargo from Urmiston Roads.

The arrivals and departures during the period under review were as follows:—

| | Arr. | Dep. |
|---|---|---|
| British | 5 | 6 |
| American | 1 | 0 |
| Dutch | 1 | 0 |
| Japanese | 4 | 2 |
| Chinese | 5 | 7 |
| Norwegian | 0 | 1 |
| German | 0 | 1 |
| Total | 16 | 17 |

## VESSELS EXPECTED.

**Australian-Oriental Line.**
*Changte*, April 6th.
*Taiping*, May 11th.

**Bank Line.**
*City of Durham*, March 16th.
*City of Dunkirk*, Mar. 17th.
*City of Bombay*, April 10th.
*City of Eastbourne*, April 11th.
*City of Carlisle*, April 14th.
*City of Roubaix*, April 14th.
*City of Burmingham*, May 4th.
*City of New Castle*, May 12th.
*City of Chester*, May 25th.
*City of Tokio*, June 9th.
*City of Cardiff*, June 22nd.
*City of Pekin*, July 7th.

**Ben Line.**
*Benavon*, March 19th.

**British-India and Apcar Line.**
*Talma*, March 18th.
*Santhia*, March 20th.
*Takliwa*, March 21st.
*Takada*, March 26th.
*Shirala*, March 28th.
*Talamba*, April 9th.
*Tilawa*, April 19th.

**Canadian Pacific Line.**
*Empress of Asia*, to-morrow.

**Dodwell & Co.**
*Bolton Castle*, March 25th.
*Venezia*, March 29th.
*Toledo*, April 12th.

**East Asiatic Co., Copenhagen.**
*Afrika*, April 5th.
*Malaya*, April 27th.
*Danmark*, May 25th.

**Eastern and Australian Lines.**
*St. Albans*, March 28th.
*Arafura*, April 2nd.
*Tanda*, May 7th.

**Blue Funnel Line.**
*Tyndareus*, Mar. 18th.
*Rhesus*, March 20th.
*Teiresias*, March 20th.
*Eurylochus*, March 31st.
*Menelaus*, March 28th.
*Automedon*, April 1st.
*Patroclus*, April 5th.
*Protesilaus*, April 10th.
*Phemius*, April 11th.
*Agapenor*, April 15th.
*Knight Companion*, April 21st.
*Orestes*, April 22nd.
*Laomedon*, April 24th.
*Diomed*, April 28th.
*Talthybius*, May 1st.
*Machaon*, May 2nd.
*Antenor*, May 3rd.
*Meriones*, May 9th.
*Adrastus*, May 16th.
*Helenus*, May 22nd.
*Teucer*, May 22nd.
*Perseus*, May 25th.
*Pyrrhus*, May 30th.
*Hector*, May 31st.
*Atreus*, June 27th.
*Aeneas*, July 2nd.
*Lycaon*, July 25th.
*Sarpedon*, July 26th.

**Glen Line.**
*Glengarry*, March 19th.
*Glentara*, April 6th.
*Glenshiel*, April 12th.
*Carnavonshire*, April 27th.
*Glenbeg*, May 10th.

**Hamburg-Amerika Linie and Hugo Stinnes Linien.**
*Scheer*, to-day.
*Resolute*, March 29th.
*Carl Legien*, March 30th.
*Adolf von Baeyer*, April 3rd.
*Preussen*, April 16th.

**Java-China-Japan Line.**
*Tjisondari*, to-morrow.
*Tjibodas*, March 19th.
*Tjisaroea*, March 19th.
*Tjisalak*, March 26th.
*Tjitaroem*, March 26th.
*Tjikembang*, March 29th.
*Tjileboet*, April 9th.
*Tjimanoek*, April 9th.
*Tjikarang*, April 12th.

**Messageries Maritimes.**
*Paul Lecat*, to-day.
*D.P. Benoit*, Mar. 24th.
*Andre Lebon*, Mar. 27th.
*Chenonceaux*, April 10th.
*Capt. Faure*, April 21st.
*Athos II*, April 24th.

**Nippon Yusen Kaisha.**
*Taiyo Maru*, to-day.
*Tokushima Maru*, to-morrow.
*Tango Maru*, March 20th.
*Kashima Maru*, March 23rd.
*Majebashi Maru*, March 25th.
*Tenyo Maru*, March 27th.
*Nagano Maru*, March 30th.
*Bokuyo Maru*, April 5th.
*Hakone Maru*, April 9th.
*Korea Maru*, April 10th.
*Lima Maru*, April 11th.
*Toba Maru*, April 11th.
*Suwa Maru*, April 20th.
*Aki Maru*, April 24th.
*Fushimi Maru*, May 4th.
*Hakata Maru*, May 9th.
*Kanagawa Maru*, May 9th.
*Toyooka Maru*, May 13th.
*Mishima Maru*, May 22nd.
*Wakasa Maru*, June 8th.

**Peninsular and Oriental.**
*Mantua*, to-morrow.
*Nagpore*, March 16th.
*Lahore*, March 23rd.
*Morea*, Mar. 29th.
*Kashgar*, April 12th.
*Jeypore*, April 13th.
*Malwa*, April 26th.
*Novara*, May 7th.
*Delta*, May 10th.
*Ranpura*, May 24th.
*Nankin*, June 4th.
*Khyber*, June 7th.
*Rawalpindi*, June 21st.
*Kashmir*, July 5th.
*Rajputana*, July 19th.
*Kalyan*, August 2nd.

## DAILY WATERFRONT NEWS.

### GUNNERY PRACTICE WARNING.

[BY LONGSHOREMAN.]

The following Notice to Marines (No. 18 of 1928) has been issued by the Harbour Department, relative to gun practice by H.M.S. *Carlisle*:

H.M.S. *Carlisle* will fire at targets to the northward and north eastward of Sharp Peak (Lat. 22.26 N., Long. 114.22½ E.) and subsequently carry out indirect firing practice from a position N.W. of Bluff Head (Lat. 22.30½ N., Long. 114.19 E.), on Tuesday or Wednesday, 21st inst.

**Asiatic Deck Passengers.**

Asiatic deck passengers arriving in the Colony during the 24 hours ended at 9 a.m. yesterday amounted to 1,824. The total was carried by seven vessels.

### WARSHIPS IN PORT.

The following were the warships and auxiliaries in harbour yesterday:—

North Wall Basin, *Peterefield, Iroquois*; South Wall Basin, *Moth, Searmew*; East Wall Basin, Gunboats and S/Ms.; North Arm, *Cornflower, Bluebell* and S/Ms.; West Wall Dock, *Foxglove, Somme*; In Dock, *Ambrose, Onslaught, Alliance*; No. 1 Buoy, *Argus*; No. 2 Buoy, *Magnolia*; No. 3 Buoy, *Herald*; No. 5 Buoy, *Cumberland*; No. 6 Buoy, *Vindictive*; No. 7 Buoy, *Titania*, and S/Ms.; No. 18 Buoy, *Euthenia*; No. 19 Buoy, *Scrapis*; No. 25 Buoy, *Kharki*; No. 27 Buoy, *Marazion*; Kowloon Anchorage, *Belgol, Francol, Fortol*.

Foreign Men of War:—U.S.S. *Asheville*; Portuguese, *Pero De Alenquer, Patria*; Italian, *Sebastiano Caboto*; French, *Argus, Bellatrix*.

### SHIPPING MOVEMENTS.

The Ben Line s.s. *Benavon*, from Leith, Middlesbro', Antwerp, London and Straits, is due to arrive here on the 19th inst.

The R.M.S. *Empress of Asia* arrived at Shanghai on Monday at 5 p.m. and left yesterday at 12.30 p.m. She is due at Hong Kong to-morrow (Thursday) at noon, and will sail for Manila at 5 p.m. on Saturday, the 17th inst.

According to a wireless message received the s.s. *Scheer* will arrive at Hong Kong to-day (Wednesday) at noon.

### SUNRISE AND SUNSET.

| | Sunrise. | Sunset. |
|---|---|---|
| To-day | 6.34 a.m. | 6.32 p.m. |
| To-morrow | 6.33 ,, | 6.33 ,, |
| Friday | 6.32 ,, | 6.33 ,, |

**Norddeutscher Lloyd, Bremen.**
*Anegir*, March 28th.
*Trier*, April 9th.

**Prince Line.**
*Malayan Prince*, Mar. 18th.
*Asiatic Prince*, April 13th.


## BANK LINE LTD.
AGENTS FOR

## ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

**UNITED KINGDOM & CONTINENT** ..... ELLERMAN LINE
"CITY OF MADRAS" ... Havre, London, Rotterdam & Hamburg ... 25th March
"CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 24th April
"CITY OF DUNKIRK" ... Havre, London, Rotterdam & Hamburg ... 25th May

**AUSTRALIA** ... ... SINGAPORE/AUSTRALIA ... ... AUSTRAL-EAST INDIES LINE
"KAZEMBE" ... ... ... Leaves Singapore ... ... ... ... 7th May
For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.
Through FREIGHT and PASSENGER bookings from HONG KONG in conjunction with "ELLERMAN" LINE or other services.

**BOSTON, NEW YORK & BALTIMORE** ..... AMERICAN AND MANCHURIAN LINE
"CITY OF DURHAM" ... ... via Suez Canal ... ... ... 18th March
"CITY OF BOMBAY" ... ... via Suez Canal ... ... ... 20th April
"CITY OF EASTBOURNE" ... ... via Suez Canal ... ... ... 19th May

ALSO AGENTS FOR
## ANDREW WEIR & CO.
SERVICES TO

**BOSTON & NEW YORK** ..... AMERICAN & ORIENTAL LINE
"BIRCHBANK" ... ... ... via Suez Canal ... ... ... 25th March

**MAURITIUS & SOUTH AFRICA** ..... ORIENTAL AFRICAN LINE
"TINHOW" ... ... ... ... ... ... ... ... ... 20th April
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—
Telephone: Central 4791.
25] **THE BANK LINE, LTD.**



# P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

**PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**
— (UNDER CONTRACT WITH H.M. GOVERNMENT.)

| Steamship | Tons. | From Hongkong (about) | Destination. |
|---|---|---|---|
| "KASHMIR" | 8,985 | 17th Mar., Noon | Marseilles, L'don, Antwerp & Hull. |
| "KARMALA" | 9,129 | 24th Mar. | Mars., CasaBlanca, L'don. & Antwerp. |
| *"MIRZAPORE" | 6,715 | 27th Mar. | Straits, Colombo & Bombay. |
| "MANTUA" | 10,946 | 31st Mar | Marseilles and London. |
| ‡"KALYAN" | 9,144 | 7th April | Marseilles, London and Antwerp. |
| *"MONGOLIA" | 16,504 | 14th April | Marseilles and London. |
| *"NAGPORE" | 5,283 | 21st April | do. |
| "MOREA" | 10,953 | 28th April | do. |
| "KASHGAR" | 9,005 | 12th May | Marseilles, L'don, Antwerp & Hull. |
| *"JEYPORE" | 5,318 | 19th May | Marseilles and London. |
| ‡"MALWA" | 10,986 | 26th May | Bombay, Marseilles and London. |
| "DELTA" | 8,097 | 9th June | Marseilles, L'don., Antwerp & Hull. |
| *"NOVARA" | 6,989 | 16th June | Marseilles and London. |
| "RANPURA" | 16,601 | 23rd June | Bombay, Marseilles and London. |
| "KHYBER" | 9,114 | 7th July | Marseilles, L'don., Antwerp & Hull. |
| *"NANKIN" | 7,058 | 14th July | Marseilles and London. |
| "RAWALPINDI" | 16,619 | 21st July | Bombay, Marseilles and London. |
| "KASHMIR" | 8,985 | 4th Aug. | Marseilles, London & Antwerp. |
| "RAJPUTANA" | 16,568 | 18th Aug. | Bombay, Marseilles and London. |
| "KALYAN" | 9,144 | 1st Sept. | Marseilles, London and Antwerp. |
| "MALWA" | 10,986 | 15th Sept. | Marseilles and London. |

* Cargo only.
‡ Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hong Kong to London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

**BRITISH INDIA—APCAR SAILINGS**

| | | | |
|---|---|---|---|
| "TALMA" | 10,000 | 20th Mar. | Singapore, Penang & Calcutta |
| "TAKLIWA" | 7,936 | 23rd Mar. | do. |
| "SHIRALA" | 7,841 | 30th Mar. | do. |
| "SANTHIA" | 7,754 | 11th Apr. | do. |

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

**EASTERN AND AUSTRALIAN SAILINGS (SOUTH)**

| | | | |
|---|---|---|---|
| "ST. ALBANS" | 4,500 | 30th Mar. | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. |
| "ARAFURA" | 6,000 | 4th May | |
| "TANDA" | 6,956 | 1st June | |

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

| | | | |
|---|---|---|---|
| "MANTUA" | 10,946 | 16th Mar., 6 a.m. | Shanghai |
| *"NAGPORE" | 5,283 | 17th Mar., Noon | S'hai., Moji, Kobe & Yokohama. |
| "SANTHIA" | 7,754 | 21st Mar. | Amoy, Moji, Kobe and Osaka. |
| *"LAHORE" | 5,252 | 24th Mar. | S'hai., Moji, Kobe & Yokohama. |
| "TAKADA" | 6,949 | 28th Mar. | Amoy, Moji, Kobe, Osaka & Y'hama. |
| "MOREA" | 10,953 | 30th Mar. | Shanghai, Moji, Kobe & Y'hama. |
| "ARAFURA" | 6,000 | 3rd April | Moji, Kobe, Osaka & Yokohama. |
| "TALAMBA" | 8,015 | 11th April | Amoy, S'hai., Moji, Kobe & Osaka. |
| *"JEYPORE" | 5,318 | 13th April | S'hai., Moji, Kobe & Yokohama. |
| "KASHGAR" | 9,005 | 18th April | S'hai., Moji, Kobe & Yokohama. |
| "TILAWA" | 10,006 | 21st April | Amoy, Moji, Kobe & Osaka. |
| "MALWA" | 10,986 | 27th April | S'hai., Moji, Kobe & Yokohama. |
| "TANDA" | 6,956 | 8th May | Moji, Kobe, Osaka & Yokohama. |
| *"NOVARA" | 6,989 | 8th May | S'hai., Moji, Kobe & Yokohama. |
| "DELTA" | 8,097 | 11th May | do. |
| "RANPURA" | 16,601 | 25th May | S'hai., Kobe & Yokohama. |
| *"NANKIN" | 7,058 | 4th June | S'hai., Moji, Kobe & Yokohama. |
| "KHYBER" | 9,114 | 8th June | do. |
| "RAWALPINDI" | 16,619 | 21st June | S'hai., Kobe & Yokohama. |
| "KASHMIR" | 8,985 | 6th July | S'hai., Moji, Kobe & Yokohama. |
| "RAJPUTANA" | 16,568 | 20th July | Shanghai, Kobe & Yokohama. |
| "KALYAN" | 9,144 | 3rd Aug. | S'hai., Moji, Kobe & Yokohama. |
| "MALWA" | 10,986 | 17th Aug. | do. |
| "KASHGAR" | 9,005 | 31st Aug. | do. |
| "MOREA" | 10,953 | 14th Sept. | do. |

* Cargo only.

*All dates are approximate and subject to alteration without notice.*
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. × 2 ft. × 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc. apply to—
**MACKINNON MACKENZIE & CO.**
P & O Building, Connaught Road Central, HONG KONG. Agents. [1



## THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
BARCELONA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

m.v. "CEYLON" ... ... ... Loading about 19th March
m.v. "SUMATRA" ... ... ... Loading about 15th April

FOR SHANGHAI, JAPAN AND VLADIVOSTOCK.
Loading about

For further particulars, apply to the Agents—
**GILMAN & CO., LTD.** Hong Kong. **G. R. HUYGEN.** Canton.

# POST OFFICE NOTICE.

## INWARD MAILS.

| From | Per | Due |
|---|---|---|
| Saigon ... ... ... ... ... | *Paul Lecat* ... | 14th Mar. |
| Shanghai ... ... ... ... | *Sinkiang* ... | 14th Mar. |
| Canada, U.S.A., Japan, Shanghai & Europe via Siberia ... ... ... | *Empress of Asia* ... | 15th Mar. |
| Europe via Suez (letters & papers, London, 16th Feb., & parcels, 9th Feb.) | *Mantua* ... ... | 15th Mar. |
| Straits ... ... ... | *Nagpore* ... ... | 16th Mar. |
| Calcutta & Straits ... ... ... | *Kutsang* ... .. | 17th Mar. |

## OUTWARD MAILS.

| For | Per | Date |
|---|---|---|
| | | Wednesday, 14th, |
| Straits and Calcutta ... ... ... .. | *Fook Sang* ... | 8.30 A M |
| Swatow, Amoy & Formosa ... ... .. | *Taiwan Maru* ... | 8.30 A M |
| Swatow, Amoy and Foochow ... .. | *Hai Hsien* .. | 10.00 A M |
| Swatow ... ... .. | *Kingyuan* ... | 10.30 A M |
| Fort Bayard ... ... ... ... .. | *Tai Poo Sek* ... | 1.00 P M |
| Bangkok ... ... ... ... | *Nissi Maru* ... | 1.00 P M |
| Java via Sourabaya ... ... ... ... | *Tjiluwung* ... | 2.00 P M |
| Saigon .. ... ... ... | *Confucius* ... | 2.00 P M |
| Shanghai, *Japan and Europe via Siberia | *Paul Lecat* ... | 2.30 P M |
| Saigon ... ... ... ... ... .. | *Yuan Jang* ... | 3.30 P M |
| Amoy ... ... ... ... ... .. | *Namsang* ... | 5.00 P M |
| | | Thursday, 15th, |
| Japan ... ... ... ... ... ... | *Aayo Maru* ... | 10.30 A M |
| Straits ... ... ... ... ... .. | *Cranmer* ... | 2.30 P M |
| Swatow ... ... ... ... ... | *Hydrangea* ... | 2.00 P M |
| Shanghai & EUROPE via Siberia ... | *Mantua* ... | 5.00 P M |
| Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 27th March ... ... | *Taiping* ... | Parcels 5.00 P M<br>Reg. 16th, 2.45 A M<br>Letters 10.30 A M |
| | | Friday, 16th, |
| Japan ... ... ... ... ... .. | *Aki Maru* ... | 8.30 A M |
| Hoihow, Pakhoi and Haiphong .. .. | *Tean* ... .. | 10.00 A M |
| Swatow, Amoy and Foochow ... .. | *Hsin Hong* ... | 2.00 P M |
| Shanghai ... ... ... ... ... | *Sinkiang* .. ... | 5.00 P M |
| | | *Kowloon P.O.* |
| | | Parcels 4.30 P M |
| | | Reg. 17th, 9.00 A M |
| Straits, Ceylon India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 14th April ... | *Kashmir* ... | Letters 10.00 A M<br>*G.P.O.*<br>Par., 16th, 5.00 P M<br>Reg. 17th, 9.45 A M<br>Letters 10.30 A M |
| | | Saturday, 17th, 3.00 P M |
| Manila ... .. ... ... ... ... | *Empress of Asia* ... | |
| | | Sunday, 18th, |
| Swatow, Amoy and Formosa ... .. | *Kaijo Maru* ... | 9.00 A M |
| Hoihow and Bangkok ... ... ... | *Asahisan* ... | 9.00 A M |
| | | Monday 19th, |
| Shanghai & Japan ... ... ... .. | *Fushimi Maru* .. | 10.30 A M |
| Swatow ... ... ... ... ... | *Chaskang* ... | 5.00 P M |
| | | Tuesday, 20th, |
| Shanghai, Japan, Honolulu, *U.S.A., *Canada, *C. & S. America & *Europe via San Francisco—due San Francisco, 13th April, & Europe via Siberia ... ... ... ... ... | *Taiyo Maru* ... | Reg. 9.45 A M<br>Letters 10.30 A M |
| | | *Kowloon P.O.* |
| Straits, Egypt & Europe via Marseilles—due Marseilles, 20th April... ... | *Philoctetes* ... | Reg. 1.00 P M<br>Letters 1.00 P M |
| | | *G.P.O.* |
| | | Reg. 1.45 P M |
| | | Letters 2.30 P M |
| Amoy ... ... ... ... ... ... | *Kut Sang* ... .... | 5.00 P M |
| | | Wednesday, 21st, |
| Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 2nd April ... ... ... ... | *Tango Maru* ... | Reg. 8.45 A M<br>Letters 9.30 A M<br>Parcels Noon |
| Straits & Calcutta ... ... ... .. | *Hosang* ... ... | Letters 1.00 P M |

*Correspondence bearing vessel's name only.

LONDON SERVICE.

| | | |
|---|---|---|
| "PHILOCTETES" | 20th Mar. | Mars., L'don., R'dam., H'burg. & Hull |
| "AENEAS" | 3rd Apr. | Mars., L'don., R'dam. & Glasgow. |
| "SARPEDON" | 18th Apr. | Mars., L'don., R'dam. & Glasgow. |
| "CALCHAS" | 1st May | Mars., L'don., R'dam. & H'burg. |

LIVERPOOL SERVICE.

| | | |
|---|---|---|
| "POLYPHEMUS" | 4th Apr. | Genoa, Havre, Liverpool & Glasgow |
| "BELLEROPHON" | 20th Apr. | Genoa, Havre, L'pool. & Glasgow. |
| "ORESTES" | 20th May | Genoa, Havre Liverpool & Glasgow. |
| "CANFA" | 20th June | Genoa, Havre, Liverpool & Glasgow. |

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

| | | |
|---|---|---|
| "TYNDAREUS" | 31st Mar. | Victoria, Vancouver & Seattle. |
| "PROTESILAUS" | 19th Apr. | Victoria, Vancouver & Seattle. |

NEW YORK SERVICE.

| | | |
|---|---|---|
| Steamer ... ... ... | 29th June, | Boston, New York & Baltimore. |

PASSENGER SERVICE.

| | | |
|---|---|---|
| "AENEAS" | 3rd Apr. | Singapore, Marseilles & London. |
| "SARPEDON" | 18th Apr. | Singapore, Marseilles & London. |
| "PATROCLUS" | 16th May | Singapore, Marseilles & London. |
| "ANTENOR" | 13th June | Singapore, Marseilles & London. |

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates, and information apply to:—
**Butterfield & Swire,**
Agents. [6



**HONG KONG AND SHANGHAI BANKING CORPORATION.**

Authorised Capital .....$50,000,000
Issued and Fully Paid-up .....$30,000,000
Reserve Funds:—
Sterling ..... £6,000,000
Silver ..... $14,000,000
Reserve Liability of Proprietors .....$20,000,000

HEAD OFFICE: HONG KONG.

*Court of Directors:*
A. H. COMPTON, Esq., Chairman.
N. S. BROWN, Esq., Deputy Chairman.
W. H. Bell, Esq. J. G. S. Mackie, Esq.
Hon. Mr. D. G. M. Bernard. W. L. Pattenden, Esq.
T. G. Weall, Esq.
A. Macgowan, Esq. H. P. White, Esq.
Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES—

| | | |
|---|---|---|
| Amoy | Hongkew | Peking |
| Bangkok | Iloilo | Penang |
| Batavia | Ipoh | Rangoon |
| Bombay | Johore | Saigon |
| Calcutta | Kobe | SanFrancisco |
| Canton | Kuala Lumpur | Shanghai |
| Chefoo | | Singapore |
| Colombo | London | Sourabaya |
| Dairen | Lyons | Sungei Patani |
| Foochow | Malacca | Tientsin |
| Haiphong | Manila | Tokyo |
| Hamburg | Moukden | Tsingtao |
| Hankow | Nagasaki | Yokohama |
| Harbin | New York | |

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 25th Feb., 1928. [26

**HONG KONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

**EQUITABLE EASTERN BANKING CORPORATION.**

CAPITAL, SURPLUS AND UNDIVIDED PROFITS U.S. $3,500,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. $537,000,000.00.
D. M. BIGGAR,
28] Manager.

**NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.**

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 40,000,000- (£3,333,333.)

Head Office—AMSTERDAM.
Eastern Head Office—BATAVIA.

BRANCHES—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jeddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang, Shanghai, Sibolga (Sumatra), Soerabaia, Soerakarta (Solo) Tegal, Tjilatjap and Weltevreden*.

*These offices have Staff Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
O. STEENSTRA,
Mager.
Hong Kong, 30th July, 1927. [34

**THE YOKOHAMA SPECIE BANK, LIMITED.**

Capital fully paid up ...Yen 100,000,000
Reserve Fund..... Yen 99,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

| | | |
|---|---|---|
| Alexandria | Honolulu | Rangoon |
| Batavia | Kai Yuen | Saigon |
| Bombay | Karachi | Soerabaya |
| Buenos Ayres | Kobe | San Francisco |
| Calcutta | London | Seattle |
| Canton | Lyons | Semarang |
| Changchun | Los Angeles | Shanghai |
| Dairen | Manila | Singapore |
| (Dalny) | Nagasaki | Shimonoseki |
| Fengtien (Mukden) | Nagoya | Sydney |
| Hamburg | Newchwang | Tientsin |
| Hankow | New York | Tokyo |
| Harbin | Peking | Tsinanfu |
| Hong Kong | Rio de Janeiro | Tsingtau |
| Vladivostock (Temporarily closed) | | |

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong 12th March, 1928. [35

**CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital.....£3,000,000
Reserve Fund .....£4,000,000
Reserve Liability of Proprietors .....£3,000,000

AGENCIES AND BRANCHES

| | | |
|---|---|---|
| ALOR STAR (Kedah States) | IPOH. | RANGOON |
| AMRITSAR | KARACHI | SAIGON |
| BANGKOK | KLANG | SEMARANG |
| BATAVIA | KOBE | SEREMBAN |
| BOMBAY | KUALA KANGSAR | SHANGHAI |
| CALCUTTA | KUALA LUMPUR | SINGAPORE |
| CANTON | KUCHING | SOURABAYA |
| CAWNPORE | MADRAS | TAIPING (F.M.S.) |
| CEBU | MANILA | TAVOY |
| COLOMBO | MEDAN | TIENTSIN |
| DELHI | NEW YORK | TOKYO |
| HAIPHONG | PENANG | TSINGTAO |
| HAMBURG | PEKING | YOKOHAMA |
| HANKOW | PENANG | ZAMBOANGA (Philippine Islands) |
| HONG KONG | PENANGAR (Bhaket) | |
| ILOILO | TONGKAH | |

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
J. R. GEORGE,
Manager.
Hong Kong, 6th Jan., 1928. [30

**BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.**

(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up .. Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves .....[Frs. 15,304,965

BRANCHES:

| | | |
|---|---|---|
| Paris | Lyons | Marseilles |
| Saigon | Haiphong | Hanoi |
| Tourane | Vinh | Pnom Penh |
| Peking | Shanghai | Tientsin |

BANKERS:
France: Société Generale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co.
San Francisco: Bank of Italy.

Every decription of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hong Kong, 1st January, 1928.

**THE MERCANTILE BANK OF INDIA, LIMITED.**

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital .....£3,000,000
Subscribed Capital .....£1,800,000
Paid-up Capital .....£1,050,000
Reserve Fund and Rest ...£1,545,667

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

| | | |
|---|---|---|
| Bangkok | Kandy | Penang |
| Batavia | Karachi | Port Louis (Mauritius) |
| Bombay | Kota Bharu | Rangoon |
| Calcutta | Kuala Lumpur | Shanghai |
| Colombo | Kuantan (Pahang) | Simla |
| Delhi | Madras | Singapore |
| Galle | New York | Sourabaya |
| Hong Kong | Penang | |
| Howrah | | |

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
O. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 19th April, 1927. [28

**THE BANK OF CHINA.**
中國銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL $60,000,000.00
PAID-UP CAPITAL ..... 19,760,200.00
RESERVE FUND ..... 9,864,338.69

*Head Office:*—PEKING
*Hong Kong Branch:*—4, QUEEN'S ROAD CENTRAL.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
*London Bankers:*—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
*New York Bankers:*—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
SHOU-J. CHEN,
Manager.
Hong Kong, 29th June, 1927. [26 27]

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EB-559


**BANQUE DE L'INDO-CHINE.**

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital..Frs. 72,000,000.00
Paid-up Capital ...Frs. 68,400,000.00
Reserve Fund .....Frs. 89,334,519.10

BRANCHES:

| | | |
|---|---|---|
| Bangkok | Hanoi | Pondicherry |
| Battambang | Hong Kong | Saigon |
| Cantho | Mengtze | Shanghai |
| Canton | Nam-Dinh | Singapore |
| Djibouti | Noumea | Tientsin |
| Fort Bayard | Papeete | Tourane |
| Haiphong | Peking | Yunnanfou |
| Hankow | Pnom-Penh | |

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
CH. LEM,
Manager.
Hong Kong, 20th Feb., 1927. [32

**THE BANK OF CANTON, LTD.**

HEAD OFFICE: HONG KONG.

*Hong Kong Currency*

AUTHORIZED CAPITAL ..$11,000,000
PAID-UP CAPITAL ..... 8,664,200
RESERVE FUND ..... 550,000

*Branches:*
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

*London Bankers:*—
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*Correspondents:*
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LOOK POONG SHAN,
Chief Manager.

**P. & O. BANKING CORPORATION, LIMITED.**

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RESERVE FUND ..... £150,000

HEAD OFFICE:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

G. H. BELL,
Acting Manager.
Prince's Building, Chater Road,
36] Hong Kong.

## HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

## EXCHANGE.

CLOSING QUOTATIONS.

March 13th, 1928.

| | |
|---|---|
| ON LONDON.— | |
| Telegraphic Transfer | 2/0½ |
| Bank Bills, on demand | 2/0 3/16 |
| Bank Bills, at 30 days' sight | — |
| Bank Bills, at 4 months' sight | 2/0⅝ |
| Credits, at 4 months' sight | 2/1⅛ |
| Documentary Bills, 4 months' sight | 2/1⅛ |
| ON PARIS.— | |
| Bank Bills, on demand | 1.245 |
| Credits, 4 months' sight | 1.820 |
| ON NEW YORK.— | |
| Bank Bills, on demand | 49⅛ |
| Credits, at 60 days' sight | 50⅛ |
| ON BOMBAY.— | |
| Telegraphic Transfer | 134⅛ |
| Bank Bills, on demand | |
| ON CALCUTTA.— | |
| Telegraphic Transfer | 134⅛ |
| Bank Bills, on demand | |
| ON SHANGHAI.— | |
| Bank Bills, at sight | 78⅛ |
| Private, 30 days' sight | — |
| ON YOKOHAMA.—On demand | 104⅛ |
| ON MANILA.—On demand | 98⅛ |
| ON SINGAPORE.—On demand | 86⅛ |
| ON BATAVIA.—On demand | 121⅛ |
| ON HAIPHONG.—On demand | — |
| ON SAIGON.—On demand | non. |
| ON BANGKOK.—On demand | 92⅛ |
| SOVEREIGNS, Bank's Buying rate | $9.80 |
| GOLD LEAF, 100 fine, per tael | — |
| BAR SILVER, per oz. | 28 5/16 |


**American Express Travelers Cheques**

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."
Quoted from Pitman's Dictionary of Banking by Wm. Thomson.
*Issued in G$10, G$20, G$50, G$100, and £5, and £10 denominations—bound in a small handy wallet—and cost only ½ of 1 per cent.*
*Secure your steamship tickets, hotel reservations and itineraries; or plan your cruise or tour through*
**THE AMERICAN EXPRESS Co., Inc.**
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